

THE WAR IN PICTURES

NOV 24th 1917

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Leslie's

Illustrated Weekly Newspaper

Notice to Reader

When you finish reading this magazine place a one cent stamp alongside of this notice, hand same to any postal employee, and it will be placed in the hands of our soldiers or sailors at the front.

A. S. BULLOCK, Editor



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RETRIBUTION

Smoking P.A. is like shifting into high

atop a long hill and beating it 42 per—your smokesection gets truer-tuned and you find classier sportaction the farther you go! *Prince Albert's quality* turns the smoketrick in your favor. It gives you a new idea of what *real* pipe joy and *real* cigarette makin's joy can be! For, every load of P.A. proves its quality—*quality* flavor, fragrance, coolness, satisfaction. You can't beat that combination at any stage of the game!



And every puff of Prince Albert is as delightful as it is free from bite and parch which are *cut out* by our exclusive patented process! Your little old job is to hang to the middle of the road and keep your grip on the smokethrottle and hit 'er up like Speedsport was the old family name! *Such* smokefun simply takes-the-cake! You get hold of that wandering jimmy pipe of yours or some makin's papers and some Prince Albert while the listen is in your smokechest, whether

you're a "registered regular" or just willin'. And, beat it down the aisle to the first-firing-line! For, then you're in Company A, Royalsmokesports—the biggest band of smokecheery men ever enlisted under one brand! *Put it up to Prince Albert's quality* first-last-all-the-time! It's quality you're after—not coupons, premiums or gifts—and *it's quality you get* when you take this first-hand-tip to breeze up to the post like a thorobred and make a new smokestart—for *what ails your smokeappetite*.

R. J. REYNOLDS TOBACCO COMPANY, Winston-Salem, N. C.

PRINCE the national joy smoke **ALBERT**



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The Soldier's Dental Cream

KOLYNOS DENTAL CREAM has been at the front since the Great War started—a recognized and valued aid in keeping the troops of the Allied Armies in fighting trim.

And now it is going to the front again, with the brave boys who are to carry the lessons of American democracy to the battlefields of Europe.

It has been hammered home by the military authorities of all countries that a soldier's greatest asset is his teeth. Extra-efficiency in a dentifrice has been one of the pressing demands of the War, and Kolynos Dental Cream has been warmly welcomed by the leading dental and medical authorities connected with the Allied Armies.

This is leading to a world-wide awakening as to the importance of caring for the teeth—and to the unique position occupied by Kolynos.

There are between 45,000 and 46,000 dentists in America. Kolynos has already been used and recommended by 39,000 of the profession in America and by sixty per cent. of the profession in Great Britain.

The mission of Kolynos is being confirmed through the exigencies of the War.

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The Kolynos Company
New Haven Conn.
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CLEANS THE TEETH AND THE TOOTHBRUSH TOO



HAVING THE STAMINA FOR WAR



AMERICAN machinery, American railroads, American trucks will be put to as drastic a test as the man power of the nation. Their ability to accomplish and to endure will be a factor in winning the war. Production will rise to unheard-of levels—and men will be scarce. The war will absorb them. If more work is to be done, with fewer hands, *machinery will have to do it.*

In transportation, motor trucks will displace horse draft, to save drivers. For the same reason, larger, better, more efficient trucks will take the place of lighter and cheaper ones. Heavier loads, faster time, uninterrupted service will demand it.

Every operation must be adjusted to save men. They will be scarce and expensive. The truck which can do the most work and keep at it the longest is the best

investment. The essential thing is performance—doing the work—handling the volume—at low cost.

Every experienced truck user knows what a mechanical strain truck service imposes under ordinary conditions. Rough going, heavy loading, overspeeding, careless driving—all have their effect. Only the best mechanism survives.

Under war conditions high pressure work will intensify the strain. Only the highest grade trucks will be able to work uninterruptedly.

Never before have the manufacturing standards always so rigidly maintained in building White Trucks appeared so vital. In normal service it takes time to demonstrate the low operating cost and high performance of a White Truck. Under the stress of wartime traffic they show up quickly. It takes White stamina to perform and endure.

THE WHITE COMPANY, *Cleveland, Ohio*



OUR FIRST CLASH WITH THE HUNS

Drawn for LESLIE'S by George McEvoy

Just as dawn was breaking on Saturday, November 3rd, a detachment of twenty American infantrymen and two French veterans in a salient on the front line were attacked by two hundred Germans after being subjected to a severe artillery fire for an hour. Our men, who had been in the salient but a few hours, behaved with great courage and resourcefulness. Cut off from the main trench by a heavy barrage which prevented aid from reaching them they fought it out with the Germans in hand to hand conflict. Three of our men were killed, five wounded and twelve were made prisoners.

Though the Germans executed their coup with precision their losses owing to the resistance of our soldiers are believed to have been heavy. There was nothing unusual about this carefully planned raid, for similar frays are recurring daily all along the line. It was of particular interest to all the armies, however, as it marked the baptism in blood of the American troops. As such it gave the Germans no comfort, and strengthened the high opinion held by the Allies of our men. The American troops now are eager to return the blow and to give the Germans some of their own medicine.

LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

Edited by JOHN A. SLEICHER

"Stand by the Flag; In God we trust"

Entered as Second-Class Mail Matter, Post Office, New York, N. Y.

CXXV SATURDAY, NOVEMBER 24, 1917 No. 3246

A Thanksgiving Sentiment

By PRESIDENT HIBBEN, Princeton

WE must show by our deeds that we prize honor above comfort, and justice above gain, and mercy above justice, and that we would gladly lay down our lives, rather than by living to ourselves in peace and prosperity prove false to God and man.

Give Thanks

THE President has fixed November 29th as a day of National Thanksgiving.

Why shouldn't we all give thanks this year, more than ever before, to a gracious, overruling Providence.

Be thankful that you are living in a new age—an age of iron and blood and of noble courage.

Be thankful that you are able to play your part, however small, in this reconstructive period of the world's history, which sounds the death knell of despotism, dynasties, principalities, and the divine right of kings.

Be thankful that you are a citizen of the American Republic where the seeds of human freedom sown over a century ago have developed into a sturdy oak whose shelter is sought by all nations.

Be thankful that the Statue of Liberty stands at your gateway enlightening the world.

Be thankful that you are in this great war at its critical moment, as its deciding factor, the last power whose weight is bound to crush Germany's blighting militarism.

Be thankful that you live in a land of religious freedom, of free schools—a land of plenty, and that we are able to succor millions across the sea who in tears and anguish suffer untold privation.

Be grateful that our blood has been shed in the great war, that our soldiers are fighting the good fight like true American patriots with millions more eager to spring to the front until victory has been won.

As the blood of the martyrs was the seed of the Church, so the blood of these brave American boys, in France, will sow the seeds of freedom until democracy shall supplant despotism and the thinking people shall rule throughout the world.

Let us all give thanks!

Iron, Coal and Thanksgiving

THE war colors our thanksgiving as it does everything else. It is said that iron and coal give a nation the mastery of the world, and Providence has blessed America with those above all other nations. If Germany had not had in her possession the mineral resources of Lorraine, she would never have been able to store up the vast supplies of guns and shells which in the early stages of the war came perilously near giving her the victory over unprepared enemies.

When the German armies dug themselves in on the Western front in the fall of 1914 they deprived France at one stroke of 75 per cent. of her blast furnaces. Should Germany be able to retain Lorraine and the occupied portions of France and Belgium, she would be, according to André Lebon, writing in the *Quarterly Review*, the first metallurgical power in the world and a menace to future peace.

Because Holland lacks iron, Germany is today brandishing a club about Holland's head. She is imposing conditions that would place Dutch ship-builders and owners wholly at her mercy. The demand is made that all Dutch ship-builders receiving German iron and steel shall sign a contract, running for five years after the war ends, that they will not sell any ship without giving Germany the right of refusal, and that for the same period they will not allow any of their ships to be employed for the benefit of any of Germany's present enemies.

The government of Holland is now backing a scheme to establish blast furnaces and rolling mills in Holland, but when this is done, Holland will still be at the mercy of the outside world for coal and ore to operate them. The spectacle of Italy's armies robbed in two days of the territory they had taken two years to capture is a striking illustration of the helplessness of a power which does not develop the basic necessities of coal and iron.

America has abundant cause for thanksgiving in her almost limitless possibilities in feeding the world, but our wealth in coal and iron is not second to our meat and grain production. No other nation is so equipped as we are to live, if necessary, without outside aid. Iron and coal spell supremacy. If rightly conserved and protected, these two basic products give us an incomparable advantage in any future conflict that may arise.

This is a cause for national thanksgiving. Nature has given us the means of protecting ourselves and conferred on us the power to control the peace of the world through our rich deposits of coal and iron.

Newspapers a Public Utility

WHEN the Government established the cent-a-pound postal rate for newspapers and periodicals in 1879 its action was entirely voluntary. The change was made, not for the benefit of the publishers, but for that of the subscribers, who up to that time had paid the postage when they received their magazines at the post office.

The second reason for establishing the lower rate was that the Government regarded newspapers and periodicals as in the nature of public utilities. This view was admirably expressed in the report of the Senate Committee on Printing, at the extra session of Congress, in which it submitted that "to jeopardize the existence of the press is to imperil the life of the Government itself, so dependent is a democracy upon the prompt and widespread information of its people; therefore, whatever affects the publication of its newspapers and periodicals likewise affects the welfare of the Government, and the necessities of such publications become in fact public necessities."

Just as the rural free delivery was adopted, not to tap a new source of revenue but to develop a new field of service for the large class of country dwellers, so the adoption of the cent-a-pound postal rate for newspapers and magazines was designed to encourage their wide distribution as public educators. Is it fair to magazines which, for thirty-eight years, have been built upon a rate voluntarily established by the Government, to be subjected now to a sudden increase in some instances of more than 300 per cent?

The old postal rate was established for the subscribers. The publications have never had the mythical subsidy attributed to them. For example, 86 representative magazines with a combined circulation of 21,000,000 have paid the Government \$1,243,000 at the pound rate. Their proportion of the mythical "subsidy" of \$89,000,000 would be \$39,676,000, yet the combined profits of these 86 magazines were only \$1,197,403. The subscriber got the benefit of the "subsidy" not the publishers.

If the Post Office Department intends to put everything on a basis of profit, and will put the rural delivery on this basis, abolish the franking privilege and the "free-in-the-county" delivery

of newspapers, then periodical publishers would have to submit to the ruinous rates of the zone system. They object to being singled out to bear the burden of a deficit, which does not exist, because the post office reports millions of profits.

The main purpose of the Post Office Department is not to make money but to render service to the people. "There is no more reason," says the Albany (N. Y.) *Knickerbocker Press*, "why the post office should show a profit than why the Army or Congress or the Supreme Court should show a profit." As a matter of fact the Post Office Department has just turned over to the Treasury Department a surplus of \$9,000,000 for the year ending June 30, 1917. Only twelve times before has the department had a surplus. This is the largest in its history, the next largest being \$5,000,000 in 1916.

There was no necessity for the law which increased letter and postal card postage one cent, and which put the newspapers and magazines under a zone system, in distant zones as high as eight cents a pound, which is really prohibitive. It is safe to say that the new rates would never have been fixed if the report of a \$9,000,000 surplus had been in the hands of Congress. Its publication at this time is the best argument for the prompt repeal of the postal clause of the new war revenue bill.

The Plain Truth

NEXT! If "money talks" the voice of America in unmistakable terms should be heard by the enemy in the unparalleled success of the second Liberty Loan. Not only in amount of money, nearly up to the maximum of five billions, but also, what is almost of equal importance, in the number of its subscribers, nearly 10,000,000, it has surpassed the highest achievement of any other nation at war. With Government expenditures of one billion dollars during October, and with daily expenditures at the rate of \$46,000,000 now and the possibility that this may be doubled, other loans will soon be in order. The country has not begun to sound the depths of its borrowing power as England, France and Germany have done. Very fittingly Conservation Week followed hard upon the Liberty Loan campaign. Economy in the use of food, the abolition of all wastefulness, the cutting down of luxuries, and preparation, which should begin even now, for the next loan are all intimately connected parts of every citizen's contribution toward winning the war. So long as the war lasts there will be no let-up in the demands which it makes, not only upon the country's military forces, but also upon all at home for saving, for labor and for backing the country financially. The criticism of Lord Northcliffe that in the last Liberty Loan we relied too largely on the patriotic appeal and not enough on the selfish argument that this was a good investment is worth noting.

SHOCKING! While the women of New York have been clamoring for suffrage and against child labor, babies in a public institution have been dying from neglect. An investigation of the day nursery bearing the name of "The Divine Providence," in Yonkers, N. Y., brought to light the fact that four children had died of neglect within a month and that all of the children were half starved amid surroundings indescribably filthy. Eight of the seventeen children removed from the nursery had to be sent to hospitals, and six of them died. Efforts were made, but unsuccessfully, at the last session of the Legislature in New York, to secure legislation to insure adequate protection to all inmates of public institutions and honest administration of all funds appropriated to them. Miss Annie Murphy and Miss Bridget O'Flaherty, who were in charge of the Yonkers institution, had been in similar trouble about two years ago when conducting a nursery supported by the Queen's Daughters, a deserving charitable organization of Catholic women. When they applied eighteen months ago to open the Day Nursery of Divine Providence, the Yonkers health officer, knowing their record, refused a permit. Later they came with the recommendation of a clergyman, and under the law the local health office was compelled to grant the permit. Women particularly interested in the welfare of children could find no better field for their efforts than in laboring for the passage of laws giving protection to the helpless inmates of public institutions. They deserve far more consideration than they are receiving and just as much as is being devoted to the problem of child labor.

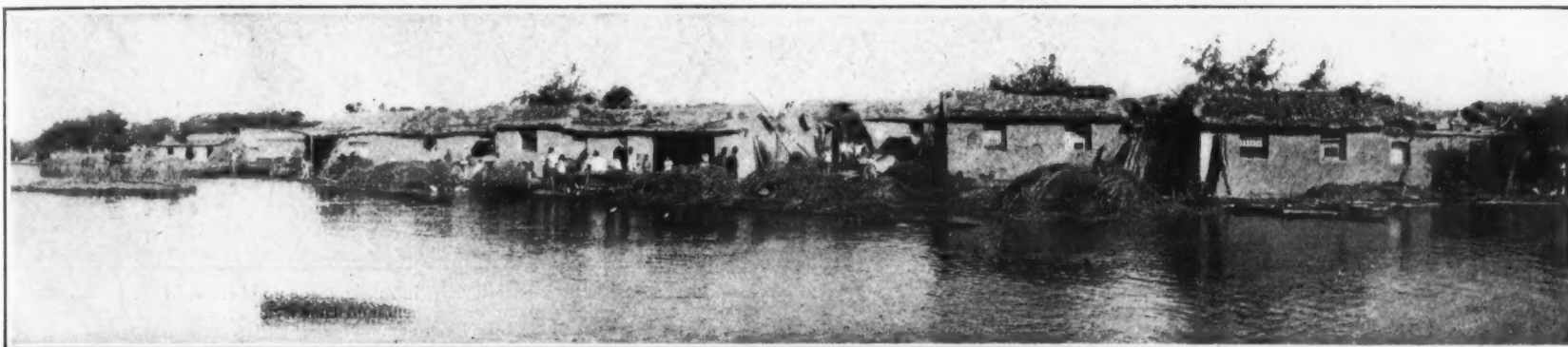
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In the Far East and Far West



Tientsin has been experiencing the largest flood China has ever known. At first the people in that city, the second largest in China, thought they would get nothing worse than wet feet in Asahi Road. But the great Yellow River, which has changed its course 11 times in 25 centuries, the last time (fifty years ago) by as much as 350 miles, suddenly began swinging its waters just where Tientsin happens to stand. Already 500,000

square miles of surrounding country are flooded, and the thick yellow green fluid of disease germs has covered the streets of the city to the depth of eight feet. It will take 200 days to drain the plains west of the city. Meanwhile Chinese junks sail the principal streets, and schools of fish disport themselves on the race course—and 70,000 families are homeless, with small chances for better conditions.



In the country districts the water had not yet risen to its full height when this picture was taken. In a few days it covered these huts completely, their mud walls crumbling as though made of brown sugar. Out of the 119 districts of the province of Chihli, 83 have been flooded, and their inhabitants were either drowned or are sick with the disease the foul water brings with it. There are odd instances of the general disaster.

One tub floated solemnly through what had been the suburbs of a town, piloted by a solitary old man. Another box was hauled to the side of an exploring boat and found to contain three babies. One Chinaman, sitting on the one roof remaining above the stream, refused to be rescued. He had lost his property and his family; "Why live?" he asked, thus bringing true Chinese philosophy into the tragedy.



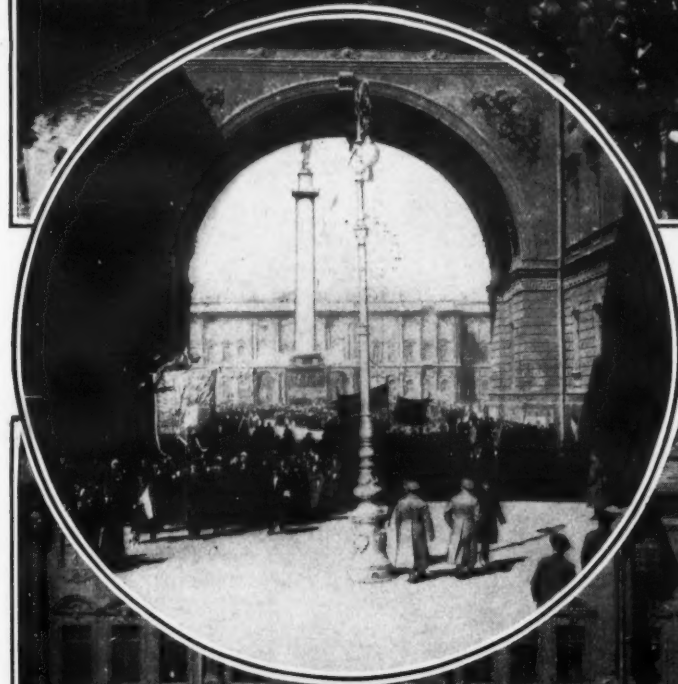
On the morning that Governor Lucius E. Pinkham of Hawaii was 67 years old a delegation of Hawaiians headed by a brass band came to his house bearing their hookulu (gifts). When the collection was deposited on the lawn it was seen to comprise bananas, potatoes, chickens, fruits, eggs and fish. Governor Pinkham is seated in the center. At the right is Queen Liliuokalani, Hawaii's aged ex-ruler who died on

November 11, giving a check for \$100 to the Red Cross committee. Her majesty took great interest in the world war and particularly in the Red Cross work. Recently she donated a Red Cross flag, which flies over the Territorial capitol, once her palace. The Red Cross drive for membership in Honolulu resulted in 15,000 new members in one day, including many Japanese and Chinese. A fund of \$50,000 was raised.



Anarchy's Chaos in Russia

Photographs from DONALD C. THOMPSON



During the first week of November the Bolsheviki element in Russia, made up of the extreme radicals led by Nikolai Lenine, gained control of the Petrograd government and the city of Moscow. Kerensky, the premier, was deposed and the new leaders announced the new government's intentions: To propose an armistice to go into force at once on all fronts and to offer all nations a democratic peace based on no annexations and no indemnities. Above is a Petrograd street scene showing crowd listening to soap-box orators.



This great crowd made up from all walks of life is making a demonstration in front of the Winter Palace. For weeks conditions in Russia have been growing worse steadily. Everybody has been too busy settling affairs of state on the street corners to worry over the production of necessities and now that winter is upon the country a famine

is imminent. The anarchists who forced Kerensky from control plan for an immediate redistribution of all land. In the circle is a gate to the Winter Palace, formerly the home of the Czar and more recently of Premier Kerensky, which is likely to be the scene of much street fighting, as civil war now seems imminent.

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The Roll of Honor



Private Guy R. Bosworth of Milburn, N. J., who lost his life when the Germans torpedoed the American transport *Antilla*. Bosworth's townspeople have planned a memorial service and a permanent memorial to the young man, whose popularity was only enhanced when he enlisted and sailed for France.



Alan V. Mercer, of Coos-ton, Oregon, one of the first Americans to give his life in the big conflict. Young Mercer left the engineering department of the Southern Pacific Rail Road to enlist in the 18th Reserve Engineers for service in Europe, in June, 1917. He died on September 30th, while "on active duty."



Lawrence R. Cavell, a nephew of Edith Cavell, the Red Cross nurse whom the Germans executed as a spy, is on the first lap of his journey to France. It has taken young Cavell a year to reach his present position as a member of the signal battalion, now stationed at Macon, Ga., as he was too young and under weight when he started "to make the army." He is shown receiving instruction in telegraphy.



Private Jas. B. Gresham, of Evansville, Indiana, slain by the Huns in our first engagement. Gresham, whose father is a veteran of the war of 1861-1865, also served under Pershing on the Mexican border. The third American killed in action in France was Private Thomas F. Enright, a Pittsburg lad, who had served both in the Philippines and in the Mexican campaign.



One of the first Americans to yield his life for his country was Private Merle D. Hay, a native of Glidden, Iowa. Young Hay fell in the first engagement when a company of Americans were trapped in a trench and were at the mercy of a much larger force of Germans. Those not killed were taken prisoners.



Lieut. De Vere H. Harden, the first officer on the American casualty list, is recovering from wounds received in France while serving in the Signal Corps on the western front. A sturdy six-footer, young Harden is making a rapid recovery from a shattered right knee and an operation to remove fragments of a German shell.



Mr. and Mrs. John Edward Allport of Cleveland, Ohio, cheerfully and willingly gave their consent that their four sturdy sons should represent their country on the field of battle. Lieut. Floyd Henry Allport is already "somewhere over there" with the 103rd Field Artillery; Lieut. Fayette Ward Allport is at Camp Sherman, Chillicothe, Ohio; Private Harold Edward Allport is stationed at Fort Benjamin Harrison, Indianapolis, Ind., while the youngest boy, Gordon William Allport of the Reserve Officers' Corps is at Cambridge, Mass.



Hazen Kelly, of the Syracuse University Ambulance unit in France, has the distinction of being the world's champion hand-grenade thrower. Kelly astonished the 25,000 spectators at the Versailles athletic fête by throwing a grenade a distance of over 200 feet, taking the lead away from French and Canadian veterans.

A Week of the War

By HENRY FARRAND GRIFFIN

THE middle of November saw a clearing away of all clouds of doubt regarding the intentions of the Allies to carry the war through to a military decision, a confession of past weaknesses and an admission that unity of command on the Allied fronts is necessary to win this decision. The words of the leaders of the three great nations fighting Germany tell the story:

President Wilson said: "What I am opposed to is not the feeling of the pacifists, but their stupidity. My heart is with them, but my mind has a contempt for them. I want peace, but I know how to get it, and they do not."

"I sent Colonel House to Europe, to take part in a conference as to how the war was to be won, and he knows, as I know, that that is the way to get peace, if you want it for more than a few minutes."

Lloyd George, Premier of Great Britain, said: "The war has been prolonged by particularism. It will be shortened by solidarity."

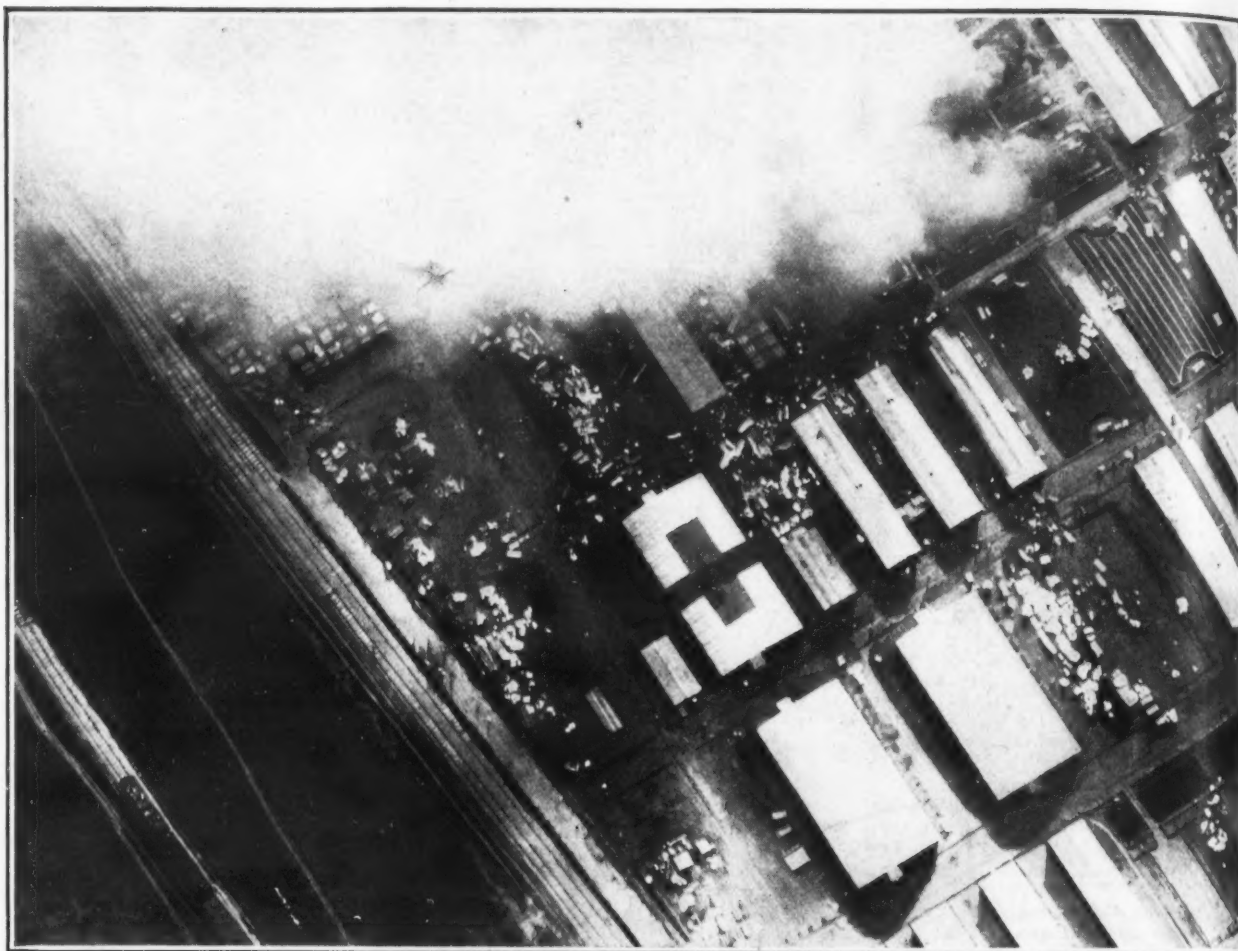
"If the effort to organize our united action becomes a reality, I have no doubt as to the issue of the war."

Painleve, Premier of France, said: "A single front, a single army, a single nation—that is the programme requisite for future victory."

The Italian Retreat

IT is now evident that the Italians never had any very serious hopes of holding the line of the River Tagliamento. The fighting that developed along that river was in the nature of delaying actions and probably from the first General Cadorna intended to make his stand on the line of the Piave River, which empties into the Adriatic about twenty miles from Venice. It is reported that desperate efforts have been made to strengthen this line for a final resistance and the British and French artillery reinforcements have been concentrated there. The War Department at Rome for some time spoke as if it was the intention really to defend the Tagliamento line, but this probably was for the purpose of deceiving the enemy. The Italian rear guards also fought a number of actions along the Livenza River for the purpose of hindering the advance of the Austro-German armies.

Should the Germans and Austrians attempt to drive across the Piave, there will unquestionably be desperate fighting. The German leaders, however, may well hesitate to force the fighting so far from their base of supplies and so soon after a rapid advance that must necessarily have disorganized their lines of communication. On the Piave line, too, the Italians will have better backing of heavy guns upon the arrival of British and French artillery reinforcements. This should partly make up for the heavy Italian artillery losses in the recent dis-



THE HUNS BOMB A FRENCH HOSPITAL

This is how a bombed and burning hospital of 4000 beds looks from the height of a thousand feet. Although the hundred foot Geneva cross painted on the roof of a storehouse shows up clearly wherever the hospital itself can be seen, it has not protected the hospital from two former unsuccessful attacks. The smoke rises from the ashes of ten barracks, each of which had contained 60 patients.

The rectangular white blotches are mattresses and stretchers holding wounded men, while the white uniforms of nurses and orderlies stand out decisively in the picture. The large flat buildings are canvas covered storehouses. This hospital, only fifteen miles from the front lines, serves for men too badly injured to be transported into the interior.

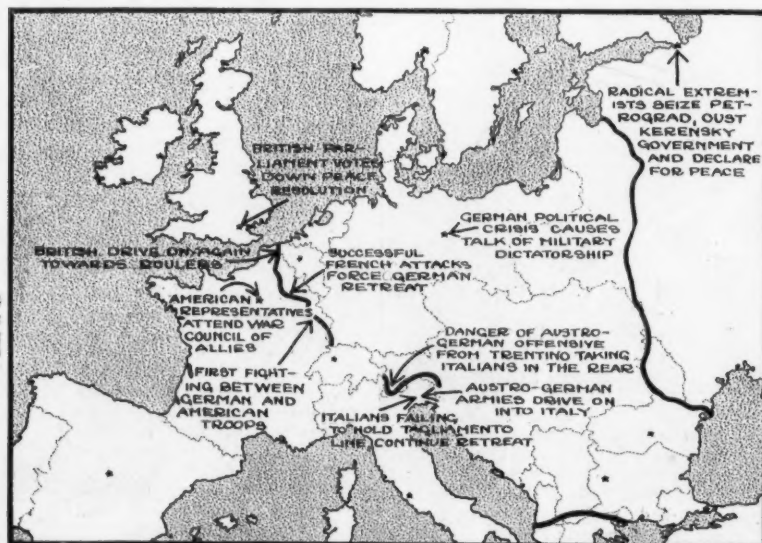
aster on the Isonzo front. If the Italians are compelled to abandon the Piave line and to retreat still further, it is difficult to see how they can again make a stand before reaching the line of the Rivers Po and Mincio. This would mean the loss of all Venetia, including the historic cities of Venice, Verona, Padua and Rovigo together with a territory normally inhabited by over 3,000,000—almost 1-10 of the entire population of Italy. This is the stake for which the Italians fight along the line of the Piave. Strategically the line of the Po and Mincio are far stronger than the Piave line, but we may well believe that the Italians will not yield over Venetia to the enemy without a desperate struggle. One of the most dangerous features of a stand on the Piave is the possibility of an enemy offensive from the Trentino reaching the plains in the rear of the Piave line. In other words, the Italians are in the position of a man fighting with a knife suspended over his back.

Intensified artillery activity has recently been reported from the Trentino front and if the Germans believe that there is any possibility of a successful offensive from this direction, we may be sure they will attempt it. The last Austrian drive from the Trentino came unpleasantly near breaking through to the plains and with the present demoralization of the Italian armies it is by no means beyond the bounds of possibility that the second attempt, under the German leadership, might succeed where the Austrians alone failed. It is this situation which carries more danger to the Italian

stand on the Piave than a continuing offensive of the Austro-German armies, which have already advanced so rapidly from the Isonzo front. The next few weeks should tell the story. Unless the Italians are forced back from the Piave within that time, the coming of winter will make extensive military operations in the mountains of the Trentino extremely difficult. The morale of the Italian army seems to have been to a considerable extent restored, and we no longer hear of large bodies of Italian troops surrendering virtually without resistance. The coming of British and French reinforcements has doubtless contributed to this improvement in the Italian morale. Similarly, the common danger seems to have temporarily reunited the contending political factions which were threatening to bring Italy to the verge of revolution.

American Troops Near German Border

The German War Office report of the capture of a few American soldiers was the first official intimation of the exact point where the American troops have taken station on the fighting front. The prisoners were taken near the Rhine-Marne Canal. This crosses the battle-front within a few miles of the German border, not far from the French city of Nancy. We of course have no means of knowing how large or small are the American forces concentrated in this vicinity or whether the first real American offensive operations will come from this direction. It is not at all impossible that the first appearance of American troops on the fighting front is in the nature of a feint designed to distract attention from some other point where the real concentration of American forces is intended. On the other hand it is worth remembering that the placing of American troops so close to the German border would make it possible to get the greatest moral effect out of the least advance. An American offensive in this vicinity would need to gain but a few miles before driving over the German border. We can imagine what a heartening of all the Allied nations would result from an announcement that American troops had successfully invaded Germany.



NEW SALIENTS ON THE MAP OF EUROPE

When France Goes Over the Top

Exclusive Photographs for LESLIE'S. Copyright Underwood & Underwood.



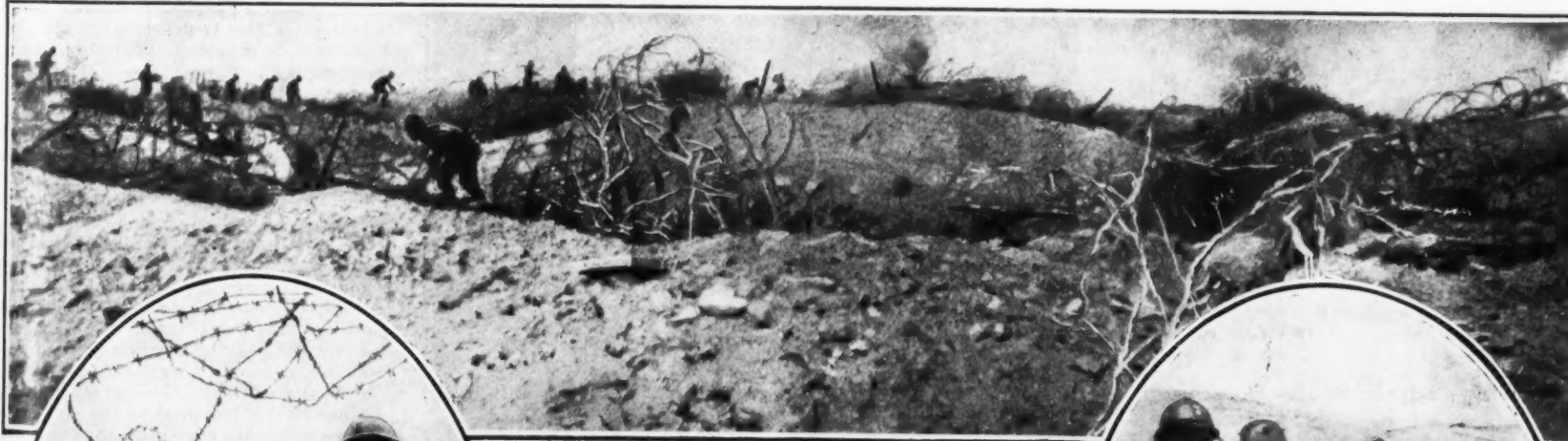
A Frenchman already decorated with the croix de guerre secured these pictures when a raiding party of picked men from the 134th Regiment of Infantry made a dash into a

German trench on the Champagne front. The men are seen going through their own wire entanglements just after they have climbed over the top into No Man's Land.



The attacking party is seen in the middle of No Man's Land, exposed to the German fire. The enemy's line was about 90 yards from the French trench and heavily protected by

barbed wire, but the French made the trip, killed several Germans and returned with four prisoners in less than four minutes. This is fast work.



The French soldiers are seen in the distance entering the German trench, having carried their *coup de main* through to the vital moment. In the foreground a wounded French soldier is making his way back to the French line. The attack was made with the aid of a barrage and the smoke of bursting shells is seen beyond the trench at the right. At the left members of the party are seen just before the attack was made. The soldier behind the post carries a bag filled with grenades, for in warfare of this type the hand grenade plays as important a part as the rifle and bayonet. At the right are members of the party with a German prisoner taken in the raid and hustled back to the French line. He is about to start, under escort, for the commandant's headquarters, where he will be questioned. Attacks such as this are seldom made before the artillery preparation has battered the enemy's trenches into shapeless hollows and so overwhelmed the nervous systems of those surviving in them that resistance is slight, for unless this is done the machine gun and rifle fire of the defenders would sweep the attacking party away with scant loss to those in the trench.



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Can We Fly to Victory?

Why Germany Cannot Be "Smothered" in the Air

By FREDERIC W. ZINN, of the French Aviation Corps (Photographs From MR. ZINN)

THIRD INSTALLMENT

EDITOR'S NOTE—*Much is written in America today about overwhelming Germany by vast fleets of airplanes. In this article Mr. Zinn shows why this theory is a fantastic dream likely to cause far more harm than it will do good. He says that countless squadrons of well-trained and well-organized airmen will do much to help win the war, but cannot be expected to bring about victory through air operations alone.*

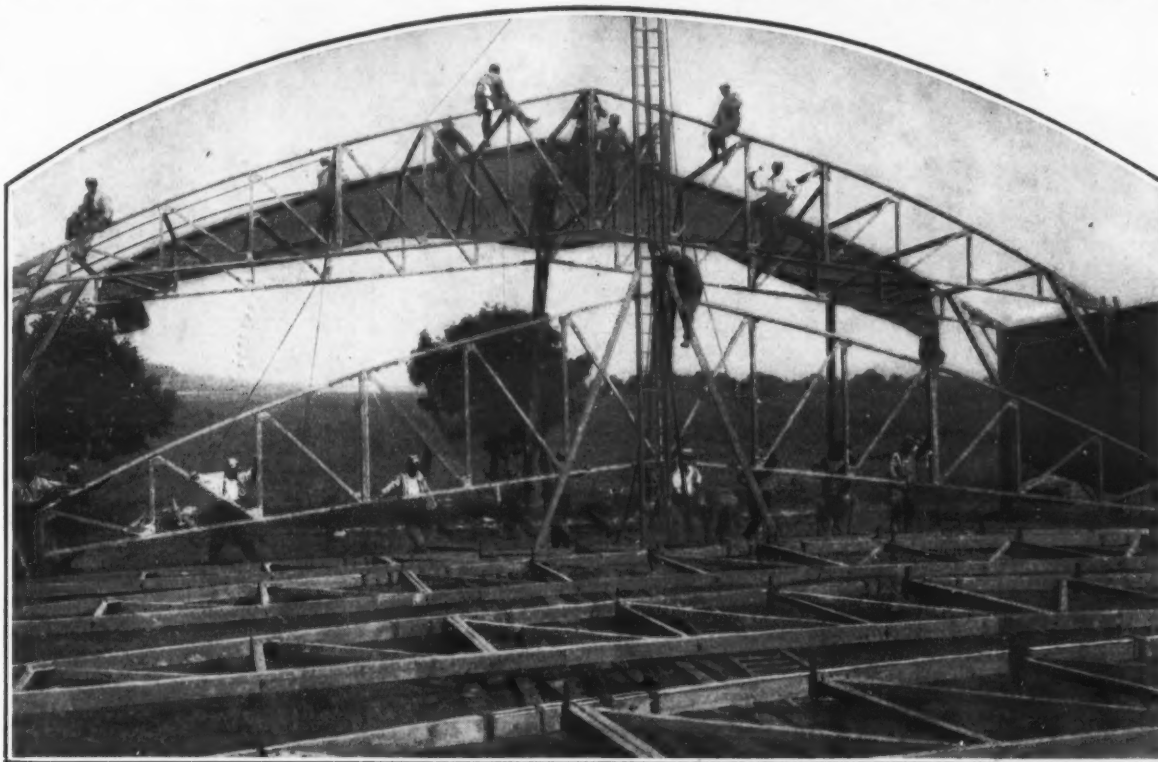
THE whole subject of aviation is one of absorbing interest in America now, but so far only the most superficial side of the question has been considered by the public. Building 25,000 airplanes and training 10,000 aviators will not make an aviation service. If those respective numbers of men and machines could be set down in France tomorrow, they would not, as some enthusiasts have said, "end the war in six weeks." Actually the addition would not have the slightest effect on the war, other than to increase the already heavy task of feeding the armies in the field.

The vital problem of aviation is organization. To maintain a fleet of 10,000 airplanes in the field would require the services of at least 120,000 men in the war zone. At least 40,000 would of necessity be skilled air mechanics, machine-gun adjusters, and the like, efficient mechanics in trades which are at present almost unknown in America. Before they could enter on active service the whole 150,000 would have to be built into a reasonably smooth-running military organization. Building up the service independently would not suffice; it must needs be built into the army.

Air Service a Supplementary Branch

An air service is not a thing in itself; it is an integral part of an army, and it is effective in just so far as it renders service to the other branches, the infantry and artillery. To appreciate the complete subjugation of the aviation to these other arms one need only consider the disposition of the aerial units in either the French, British, or German armies. In the French army each army corps has its own escadrille; if the corps goes from Alsace to Belgium the escadrille goes with it. There is an intimate personal relation between the aviation commandant and the infantry and artillery commanders of the corps.

The work of the escadrille is based wholly on precise orders that come from staff headquarters. *Groupes* of heavy artillery likewise have their own escadrilles; if there is a concentration of heavy guns in a sector there is a corresponding concentration of artillery squadrons. In trench warfare an army corps is the largest movable unit; the term "army" is applied to designate a certain sector of the front. For each army there are a number of



Erecting a hangar or "Bessoneau," from the name of the builder of this type, reminds one of building a bridge. If an airplane was left exposed to the weather for even a single night it would warp to such an extent that it would be useless. Whenever a squadron moves to a new landing field it is essential that the Bessoneaus must be already constructed, waiting for them. The personnel of the unit can be lodged anywhere, just like a company of infantry, but the machines present a problem all their own. The transportation of these hangars in the "knocked down" form is

in itself no small matter. Before there can be a concentration of airplanes there must first be a concentration of Bessoneaus. The erectors are all experienced men, working in special companies, which are sent to whatever part of the front their services are required. One of these hangars will hold a half dozen machines. The Germans use smaller tents, just large enough for one machine. Properly housing aircraft, always having hangars ready wherever and whenever they are needed, is one of the many complicated problems that the Air Service must solve.



This is a smash Mr. Zinn was in a little while ago. He was coming back from work and was just coasting down for a landing when Albanal, the pilot, saw another machine being pushed out on the field for a start. He turned off and was circling around quite low, waiting for the field to be cleared, when the engine hood suddenly rose up, the motor stopped with a noise like an earthquake in a china shop, and the machine fell nose down, out of control. It was a nasty drop but the woods beneath happened to be quite thick and the wings in crumpling up absorbed a good part of the shock, one of them being sliced clean off by the tree trunk just the other side of the machine.

escadrilles de base, of the same composition as the army corps squadrons, and which serve as reinforcements for the latter while they are in the sector. In addition each army has one or more fighting squadrons which provide protection for the reconnaissance machines in the sector and are used to carry out by themselves long-range reconnaissances.

Each group of armies, likewise, has its own fighting escadrilles which are shifted about to brace up the army escadrilles in sectors where there is hot fighting. This already complicated relation between land and air units is still more closely knit together by the selection of observers. Each escadrille has its own complement, and in addition each infantry and light artillery regiment has at least one officer, trained as an airplane observer who is temporarily attached to whatever escadrille is working with the regiment. Even the regular escadrille observers do not content themselves with flying over the lines; they spend a part of

their time with the batteries and with the infantry in the trenches with the sole purpose of developing unity of action between the services.

Photographs for Each Private

Such an organization does not spring up spontaneously; neither can it be built up in a single day. It was probably the Canadian commanders who first appreciated the possibilities of such co-operation. Over a year ago they were supplying airplane photographs to the infantry in such numbers that every private could familiarize himself with the details of the enemy position in front of him. The one important duty of the aviation service is to collect and supply information to the infantry and artillery—this fact must never be forgotten. The need in the American army will be even more acute than in European armies. The majority of the subaltern officers and many of the company commanders will reach the front with only scant training, and all will be inexperienced. They will be up against war-hardened troops, commanded by professional officers whose three years of war experience has made them past masters of all the arts of defensive warfare. If they are to operate with even a hope of success, the American army must have an aerial intelligence service, organized down to the finest detail, and co-operating perfectly with the troops on the ground.

The number of reconnaissance and artillery control units that can be assimilated by an army organization is limited, but no matter how few they may be, or to what extent the other branches may be developed, they will always remain the basis of the whole aviation service.

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Exclusive Photographs from FREDERIC W. ZINN



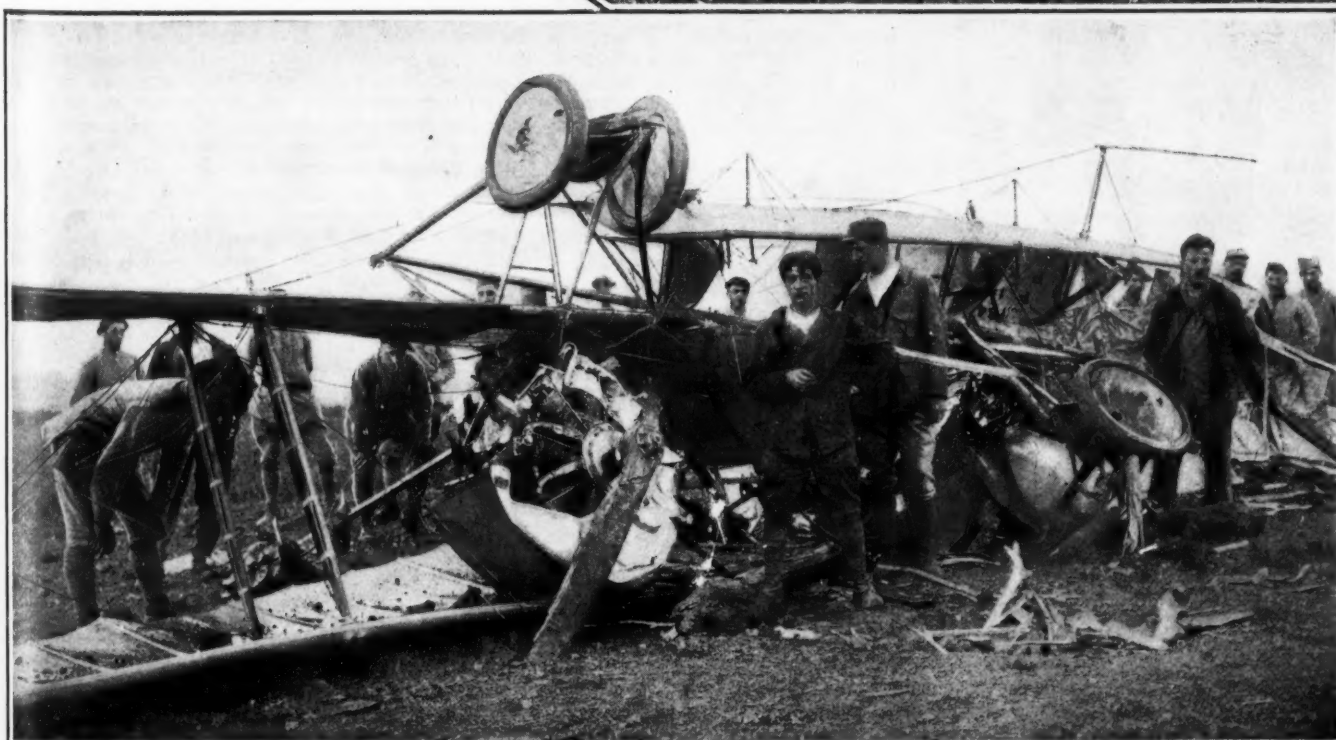
The presentation of the Legion of Honor is a bit of ceremony handed down from Napoleon's time. It is the sole touch of sentiment that has withstood the ravages of modern war. The officer who awards the decorations, usually a general (but not in this case), first reads out loud the man's citation, pins on this decoration, touches him on each shoulder with a saber, and finishes with a stage kiss. Although military medals are awarded for bravery, the highest decoration in the gift of France is the Cross of the Legion of Honor, the only existing order in the French Republic. In peace times the Legion of Honor has been given for conspicuous accomplishments in civil life, and has been conferred on foreigners and in some cases upon women.



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A "close up" of a fatal accident. This was due to a motor stopping before the machine was well clear of the ground. The fall was of barely a hundred feet but the destruction was complete. The observer was killed and the pilot badly injured. If this stoppage had occurred at a

thousand or at ten thousand feet the pilot would have been able to glide down and land without the slightest inconvenience, but, as it was, the fall was so short he had no time to "straighten out" for a landing. Flying low is infinitely more dangerous than flying high.

This was the outcome of a combat described by Mr. Zinn at some length in his article in the November 10 issue of *LESIE'S*. The two boys in the middle (one of them has since been badly wounded) drove a German plane to earth behind the French lines. Each was driving a Spad monoplane. On either side of them (bare-headed) are the Germans they forced down, the pilot, with the bandaged foot, at the right, and the German observer at the left. The other three are mechanics. The German machine is an Albatross used for photographic reconnaissances. Next to the seats of pilot and observer were boxes of matches with which to burn the machine in case of emergency, but apparently neither tried to use them. Some German machines carry petards with which the pilot may destroy the machine, in case he falls in enemy territory. The pilots dislike to carry them because if hit by a bullet or piece of shell they are liable to explode, destroying machine and crew.

Men Who Are Winning the War

THE old adage that a dollar saved is a dollar earned may be paraphrased into a soldier saved is a soldier made. In reality a soldier saved is more than a new soldier added to our forces, because he is already a trained soldier, while it is necessary to make a soldier out of a recruit. The medical and sanitary officers who reduce sickness and death among our troops by skilled sanitation and correct medical and surgical treatment and by preventive means will greatly help the United States to win the war. Chief among this class of non-fighting, military officers stands General William Crawford Gorgas, Surgeon-General of the United States Army. He has done more to conserve the health of our military forces than any other man living. He has revolutionized sanitation. Filth and dirt have disappeared in American armies and camps. Typhoid fever has been nearly eliminated and yellow fever has been conquered. The death-rate among our soldiers has materially decreased, and the disability from sickness has been greatly reduced.

The responsibilities of General Gorgas, due to our entering the war and the consequent raising of more than a million soldiers, have greatly increased; but he has risen to the emergency and is prepared to meet the added duties of his department. General Gorgas has adopted the policy that it is much wiser to prevent disease than to cure it. Therefore, he has made each army encampment a model of sanitary cleanliness.

French and English medical officers were surprised at the sanitary regulations enforced by our medical corps which accompanied our troops to France. These regulations apply not only to the expeditionary forces, but also to every cantonment and encampment in America. Few families live under such strict sanitary regulations as do our boys in khaki. General Gorgas has ordered that no water can be used in any army camp until it has been analyzed and pronounced pure by the medical department; that the drinking water shall be sterilized in the forty-gallon canvas bags that are at every company quarters; that every soldier shall have his own drinking cup; that all kitchens and mess halls must be perfectly screened; that the flies are to be given no chance to contaminate the food of our soldiers. Hot water must be used to clean the dishes and table ware and clean towels to dry them. Ice boxes must be elevated and the drip pans cleaned daily. All food must be inspected by sanitary officers before it is served. Canned goods opened one day cannot be used the following day.

The day of the old-fashioned sutler has disappeared, as no one is allowed to sell foodstuffs within the army encampment. No water is allowed to collect in pools. Either natural or artificial drainage is demanded for all camps, and for this preparation is made before the building of the cantonment. No camp site is selected until it has passed inspection as to its water, drainage and probable health conditions. Where horses are picketed, the ground must be burned over with oil once a week to prevent the breeding of flies. Personal cleanliness is demanded of the boys. Model shower baths are furnished and the men must bathe at least twice a week. These regulations are strictly enforced. Each division has a division surgeon in charge, and under him inspectors who visit each camp and supervise the work of the sanitary gang who enforce these regulations. The health of our soldiers while in Mexico is an evidence of the wisdom of these strict sanitary regulations. The death-rate there was much less than in the civilian popu-

Major General William C. Gorgas, Who Keeps the Army in Good Health

By WILLIAM H. CRAWFORD

lation of America. A boy was safer in the army than he was at home.

General Gorgas has made arrangements not only to prevent disease, but also to cure it. Very excellent hospital service has been established for the sick and wounded. These hospitals have all the latest improvements in medical and surgical appliances. Our boys will be given the very best opportunity for recovery. One of the features that is attracting a great deal of attention is that orthopedic surgeons have been stationed in field and headquarter hospitals. The army surgeons are now prepared to almost make over the

wounded and crippled. They can be fitted with hands, feet, eyes or nose, and other deformities as well can be remedied. Before the soldier is dismissed from the hospital, he will be prepared to re-enter civil life with as little handicap as possible. If his condition is such as to unfit him for his former vocation, another will be taught him, which in some cases will be superior to the one that he formerly followed.

The rise of General Gorgas in army circles has been remarkably rapid, because not only is he a great sanitarian himself, but he is also able to adopt, modify and improve the discoveries of other scientists and utilize them for the benefit of American soldiers. He gives all the credit to the pioneers in the field of sanitation and preventive medicine, though a large share of the success he has attained is due to his indefatigable energy in putting their theories into practice. Yellow fever was destroyed in Havana, and both yellow fever and malaria were conquered in Panama as a result of his efforts as chief sanitary officer. Yet, General Gorgas credits Dr. Carlos Finlay of Havana with the discovery that yellow fever is conveyed by the bite of a certain species of mosquito, and Dr. Walter Reed with pioneer experimenting upon Dr. Finlay's theory that resulted in establishing the processes of contracting this disease and the proper preventive methods for combating it. Dr.

Reed blazed the way, but General Gorgas applied his theories and experiments and improved the technique so that he was enabled to eliminate the fell scourge of yellow fever.

General Gorgas is big enough to acknowledge mistakes when he makes them and to correct his errors. When he first went to Havana the principal difficulty that confronted him was the overcoming of yellow fever. The disease was endemic in Havana and had been for a hundred and fifty years,



MAJOR GENERAL WM. C. GORGAS

Because of the records he has established in conquering disease, our Surgeon-General has won the confidence of America that the health of our men in the field will be safeguarded better than that of any other army in the world.

and a large number of our soldiers had died from the disease. Following the accepted theory that yellow fever was brought about by filth, Major Gorgas began to clean up the city. He removed the garbage from the streets, improved the sewerage system and disinfected the buildings. Although he literally whitewashed the town, the scourge increased rather than diminished. Then he decided to inoculate healthy patients with a serum developed from those who had mild attacks of the fever, hoping to render them immune from contagion, but the patients inoculated from mild cases developed into serious conditions and several deaths resulted. About this time Dr. Walter Reed's experiments proved that Dr.

Finlay's theory was correct.

Immediately General Gorgas reversed his policy and began his famous warfare upon the disease-bearing insects. He destroyed their breeding places and their larvae. He quarantined yellow fever patients and placed them under screens so that they might not be bitten. He destroyed all mosquitoes in infected houses by burning pyrethrum. So effective was his fight, that yellow fever entirely disappeared from Havana. His preventive methods were adopted in other cities of Cuba with similar results. His success was so pronounced that the Government transferred him to Panama as chief sanitary officer. Here his task was more difficult.

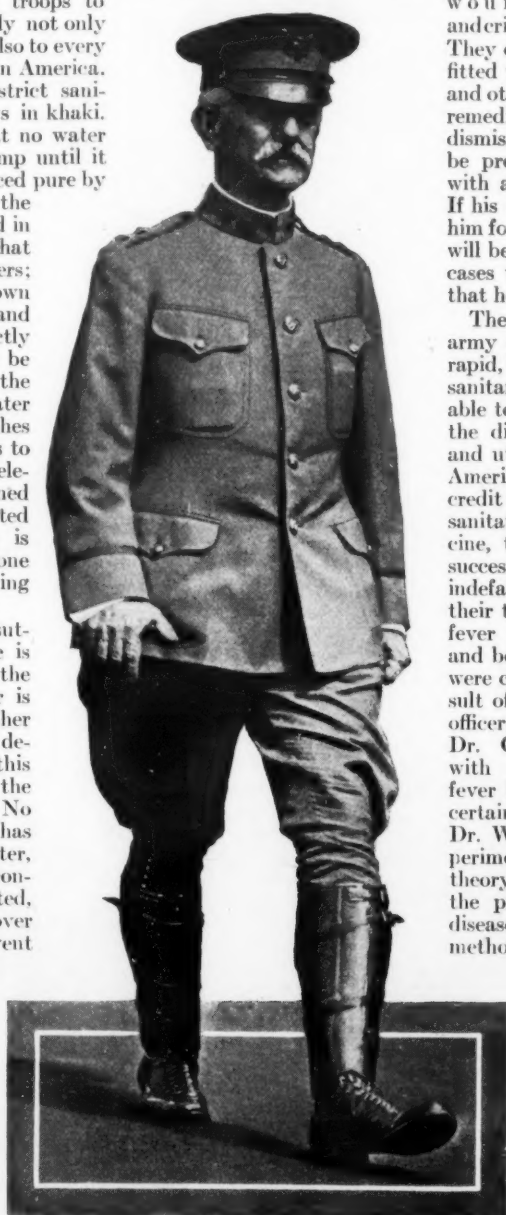
It had been comparatively easy to screen the buildings and drain the cesspools of Havana, but now the men to be protected were scattered along the entire Canal Zone. A large part of the ground was swampy for many miles. The land was low and the water stagnant, thus making it a fit breeding place for the mosquito. Another difficulty was that the people of Panama were primitive. Their sense of orderliness and cleanliness was sadly undeveloped, and furthermore, they were unaccustomed to obeying regulations. It was therefore a difficult matter to impress upon them the importance of obedience, especially upon a subject which they considered so absolutely useless as that of keeping themselves clean and their surroundings sanitary.

Panama had been a veritable death-trap for the unacclimated white man. Due to the unhealthy conditions the French who attempted to dig the canal lost an appallingly large percentage of their forces within a period of five years, and it was continually necessary to send new men to take the place of those who had died of yellow fever. When General Gorgas took charge in Panama, he brought with him his mosquito netting and drainage systems, his oil and his quarantine methods, and began at the root of the trouble and destroyed the propagating places of the mischievous insect.

He explained to the natives the importance of cleanliness, and when moral suasion failed to work he punished them for their negligence. He put forces of men in the Canal Zone to drain the stagnant pools. He destroyed the larvae, using thousands of gallons of oil in the process. He screened all the food, so that roaches, ants and flies might not contaminate it. He established a system of hospitals where infected patients were taken, and where methods were used to prevent them from being bitten by mosquitoes who would carry the disease to other workers. He fairly fed the inhabitants with quinine. As a result of this campaign he succeeded in entirely destroying yellow fever and in practically wiping out malaria in the Zone, and greatly decreased the prevalence of other diseases by the improved sanitary conditions.

One of his chief difficulties was to secure the proper amount of money for the prosecution of his work.

(Continued on page 730)



THE DAY OF CONSERVATION

The conservation of human life is the greatest thing to which a man can dedicate all effort. Even in war, General Gorgas leads a constructive life. His aim is to mitigate suffering, to heal the sick, care for the wounded and to save life. His is a noble objective.

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Don't Forget the Regulars

Photographs by EDWIN RALPH ESTEP, Staff War Photographer

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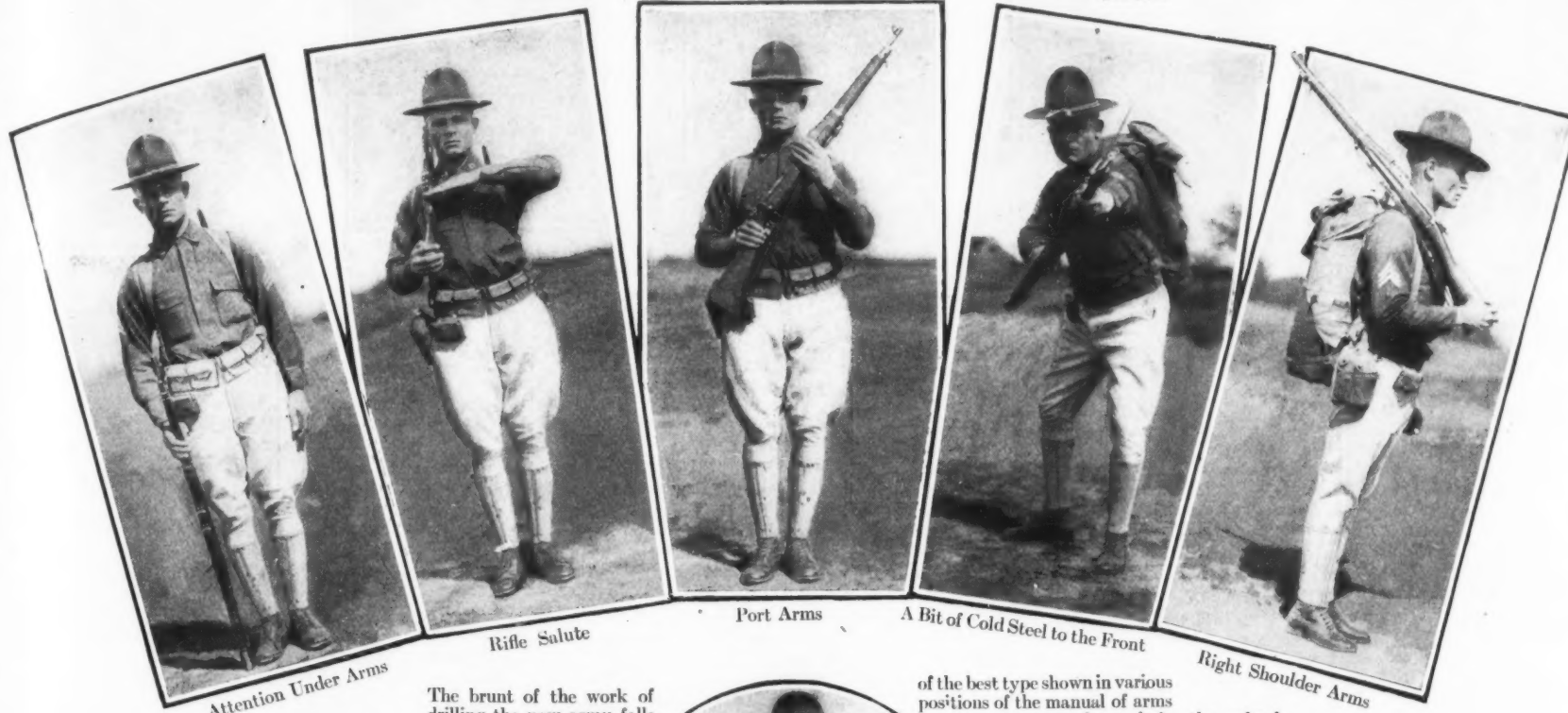
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Attention Under Arms

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A Bit of Cold Steel to the Front

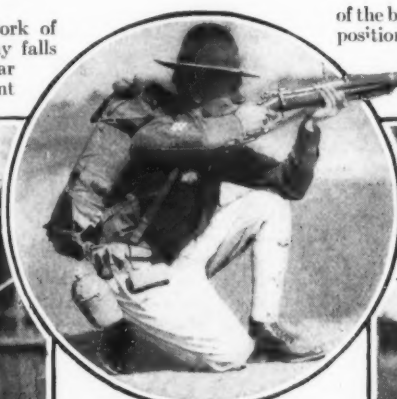
Right Shoulder Arms

The brunt of the work of drilling the new army falls upon men who were trained in the regular service. Above is a regular army sergeant

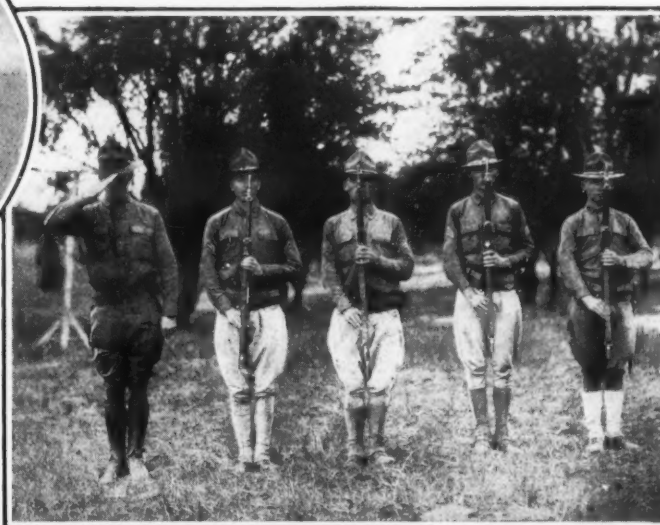
of the best type shown in various positions of the manual of arms learned in the school of the soldier. He is wearing full equipment.



When a long line of soldiers presents arms the parade ground is treated to a thrill. The individual soldier, however, never uses the "present arms" salute except when on post as a sentinel.



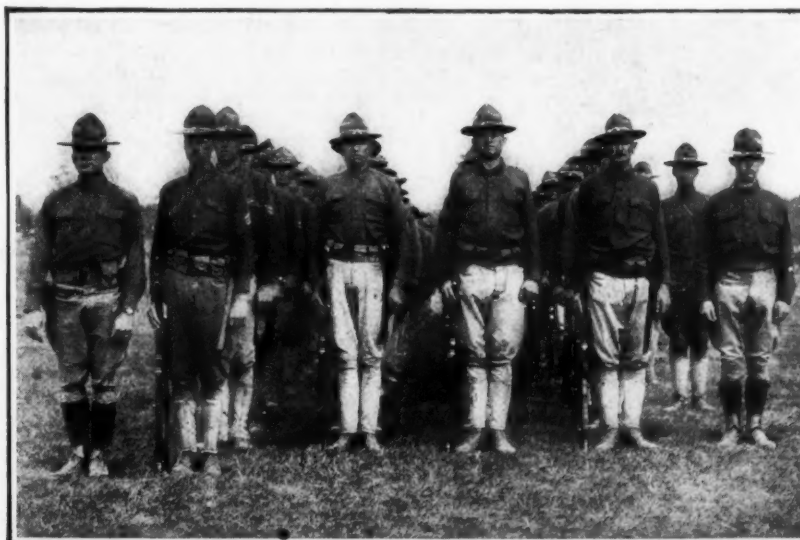
"Boost the Hoosier Regulars, Boss," writes Mr. Estep. "They are the real thing when it comes to soldiers. Colonel Jenks of the Forty-Sixth, did everything a soldier and a gentleman could do to facilitate the picture work, furnishing me with a bang-up, honest-to-flag 'sojer' in regulations, some bayonet fencers, a company on the rifle range and a bugle-eared horse to ride. All at Fort Benjamin Harrison are fine.



Here are the drill masters of the new army. If one wishes to see a perfect drill get a squad of sergeants and corporals from the Regulars with a snappy second lieutenant from West Point as commander.



When all the talk about high explosives, shrapnel, bombs, grenades and machine guns has been exhausted the army officer will tell you "the doughboy who can draw a straight bead on the second button of a blouse is still the pivot on which the war revolves." Few soldiers shoot straighter than U. S. Regulars.



This company of Regulars in column of squads, is made up of new men, for the old soldiers have been distributed to the four winds as sergeants among the National Army soldiers. Many of these men, however, are veterans not in the draft who have reenlisted.



HARRIS & EWING
PRESIDENT WILSON



UNDERWOOD & UNDERWOOD
HERBERT C. HOOVER



CLARK & BERRY
GENERAL JOHN J. PERSHING



BROWN BROS.
GOVERNOR EDGE
of New Jersey



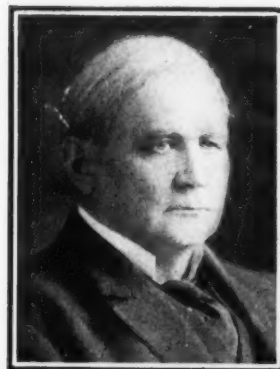
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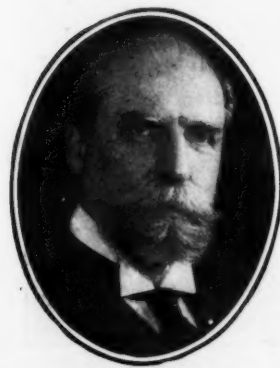
MOORE
SECRETARY OF WAR BAKER



HARRIS & EWING
SEN. OSCAR W. UNDERWOOD



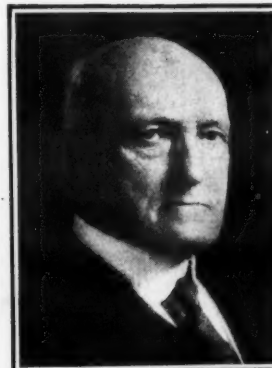
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CHAMP CLARK
Speaker of the House



UNDERWOOD & UNDERWOOD
CHARLES E. HUGHES



GOVERNOR COX
of Ohio



BROWN BROS.
GOVERNOR McCALL
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SENATOR HIRAM W. JOHNSON



BROWN BROS.
SECRETARY OF TREASURY
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Who Will Run in 1920?

By THOMAS F. LOGAN

WHO will be the next President of the United States?

Will a Republican or a Democrat succeed Woodrow Wilson in the White House on March 4, 1921?

Election day in November, 1920, is three years in the distance, but William Howard Taft's nomination by the Republican party was predicted long in advance of 1908, and a number of eminent men guessed Woodrow Wilson for President even before he was named as Governor of New Jersey in 1910.

Presidents are usually made long before the public becomes interested in the campaign for their election. Already the struggle of 1920 is impending. Records are being made which will make or break political careers.

Elements in each of the two big parties are grooming candidates, new and old, for the Presidency in 1920.

It is too early to discuss probabilities, but the possibilities, which are fully realized in Washington as the center of the nation's political arena, seldom are perceived so far in advance by the general public.

Unquestionably, William G. McAdoo, Secretary of the Treasury, is the leading possibility for the Democratic nomination for President in 1920. He is a man of courage and political sagacity. However one may disagree with his economic theories, the leaders of both parties recognize in him a formidable factor in the Presidential race of 1920. He was not a candidate in 1916 and the discussion of his prospects now comes with a freshness that stimulates interest.

In the same manner and for the same reason, the discussion that centers about the possibility of the Republican party nominating Herbert C. Hoover, Food Administrator, as the Republican candidate for President, creates equal interest. He is rated as a Republican, although the fact that he has spent a great deal of his time abroad as a mining engineer might operate against him. He has never taken an active part in politics and his Food Administration has been free from any political considerations. He has been drawing into his public service work eminent men from all over the country, all of whom return to their own states singing his praises. It is in this way that great reputations are made. The field is much bigger now than it will be two years hence. It is necessary, therefore, to list as possibilities the names of some who will be eliminated in the trial heats.

On the Democratic side, the potential candidates in the order in which they are being discussed are as follows: William G. McAdoo of New York, Secretary of the Treasury; Governor Cox of Ohio; Newton D. Baker of Ohio, Secretary of War; Champ Clark of Missouri, Speaker of the House; Oscar W. Underwood of Alabama, member of the United States Senate; and the perennial candidate, William Jennings Bryan of Nebraska.

On the Republican side, the potential candidates, in the order in which they are being discussed, should be listed as follows: Charles E. Hughes; Theodore Roosevelt; Governor Lowden of Illinois; Governor Edge of New Jersey; Herbert C. Hoover of California; Governor McCall of Massachusetts, just elected for a third term; Hiram Johnson of California; Senator Weeks of Massachusetts; and Senator Knox of Pennsylvania.

The war may develop the candidacy of Hoover or that of a military hero such as General Pershing, now at the head of the American forces in France. State elections between now and convention time may reveal great political strength on the part of a Democratic or Republican governor. As the situation stands, however, Governors Lowden of Illinois, Edge of New Jersey and McCall of Massachusetts are the only Republican State officials in sight so far as the Presidential analysis is concerned, while Cox of Ohio stands alone among the Democratic governors.

Geographical considerations play their part as largely as official status of individuals in the discussion of a candidate for 1920. The West has taken on new political importance as a result of the last campaign. The official status of the potential candidates is interesting because Presidents usually are selected from among the Governors, sometimes from the Cabinet, seldom from the House or Senate. McKinley was Governor of Ohio; Roosevelt, Governor of New York, Taft, a member of Roosevelt's Cabinet, Wilson, Governor of New Jersey.

Against the record of President Wilson in keeping the country out of war during his first term, Charles E. Hughes made an excellent race for President in 1916. He lost by a narrow margin, so narrow that any one of three states could have changed the result.

Moreover, the record of Mr. Hughes since his defeat has demonstrated his patriotism and unselfishness. He has given up most of his time to the Exemption Board, of which he is chairman.

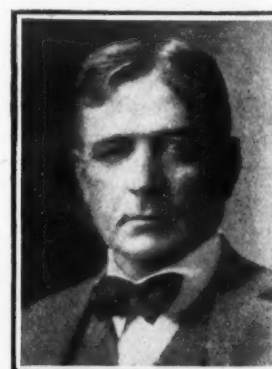
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HARRIS & EWING
SENATOR P. C. KNOX



MOFFETT
SENATOR J. W. WEEKS



LANCKE-HARRIS
GOVERNOR LOWDEN
of Illinois

Training the Royal North-West Mounted Police

Exclusive photographs for LESLIE's from
H. W. MEWSON, Inspector Royal
North-West Mounted Police



Canada gave freely of her best for the great war across the sea and, among others, the men of the mounted police entered the service. These pictures are of the training camp for new men at Banff, Alberta. Above are the horse tents used to protect the horses during the cold nights in the mountains.



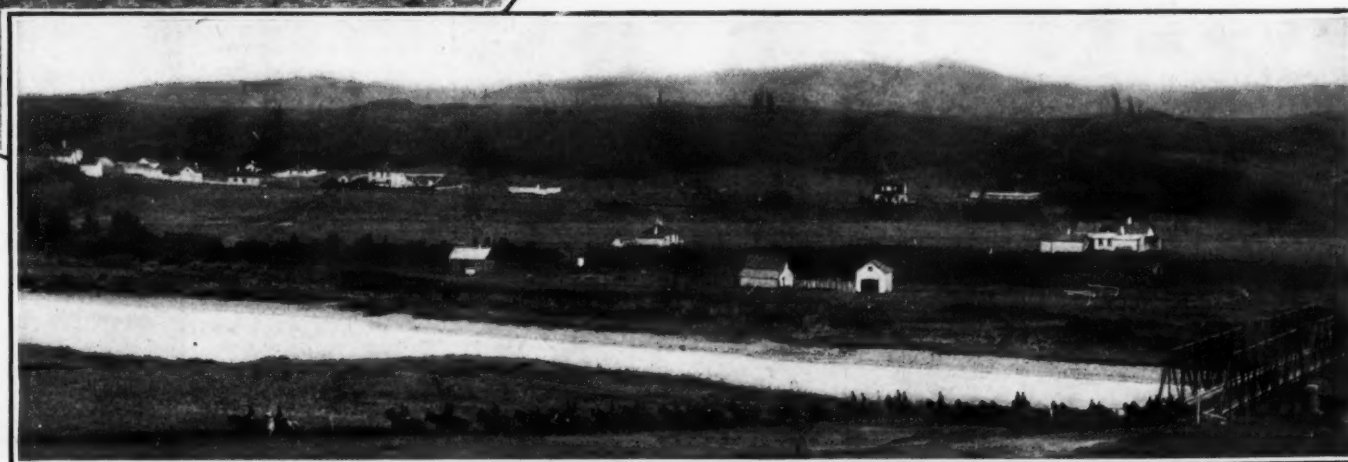
The men are seen standing for kit inspection, as rigid an examination as any students ever went through at West Point. At the right is the commandant's camp. Two men occupy each tent. At each man's feet is a pile containing his complete kit.



Members of the camp are gathering for dinner served at noon. Each man carries his plate to the kitchen and in order to make certain that nobody goes astray the kitchen sign is nailed to the shack in a conspicuous place.



Tent pegging with swords is a favorite exercise for all mounted men and here the police are doing a bit of practice work. The men are expert signallers, bridge builders and jacks of all trades, for their work in a mountain country demands initiative and ingenuity of a high order



A troop of mounted police is marching across a stretch of north-western farming country. Among the police organizations of the world none

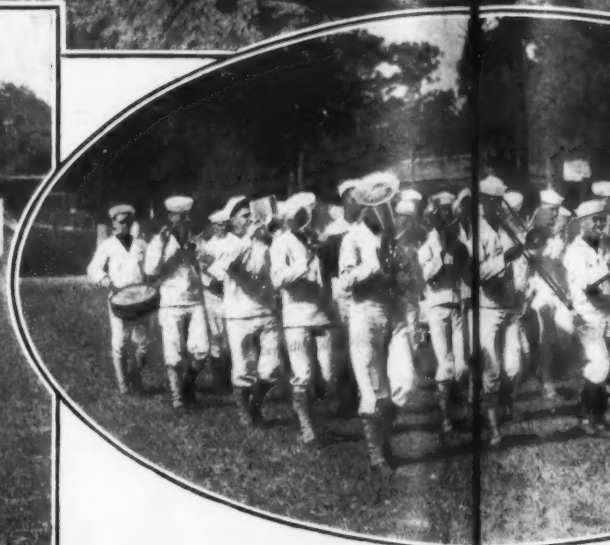
ranks higher than the gallant men of the British north-west, and their life particularly fits them to make a good showing "over there."

Training Sailors by the

Photographs by JAMES



These young men picked out the navy as the branch of the service they preferred. At the Charleston camp are stationed the men (varying in number from 20,000 to 40,000) who hail from Georgia, South Carolina, and other Southern States. The officer is teaching this body the procedure to follow at the command "Inspection—Arms."

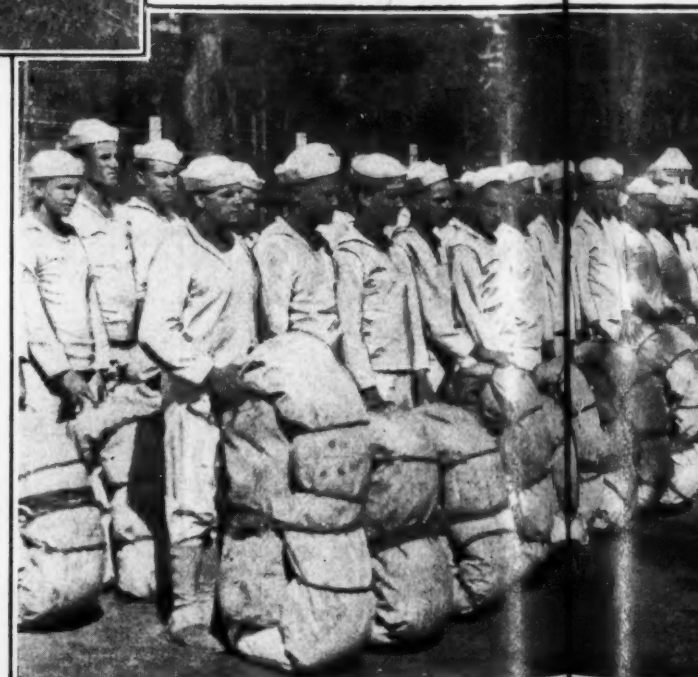


Old plantation songs are what these Southern men like best. W. Cataldo, gives a concert he centers it around melodies, adds and ends with the Old Timer March. In the camps music



These French sailors dropped off a cruiser to have a glimpse of an American football game. Although the big games have been canceled this year, the Pierres and the Gastons can see the game played at the training camps with many of the old gridiron stars. The French sailors have knobs on their caps.

Some day soon these boys will be able to keep their rifles at the same angle even at skirmish work. The men take this skirmish work seriously, for they know that landing parties are usually thrown pretty much on their own resources, and it behooves each man to know how to take care of himself. To the layman the tremendous amount of time spent in drill seems unnecessary, but familiarity with weapons and ease in maneuvers can only be secured by hours of hard work. Landing parties require many classes of skilled men such as pioneers, signalmen, messmen and ambulance workers.

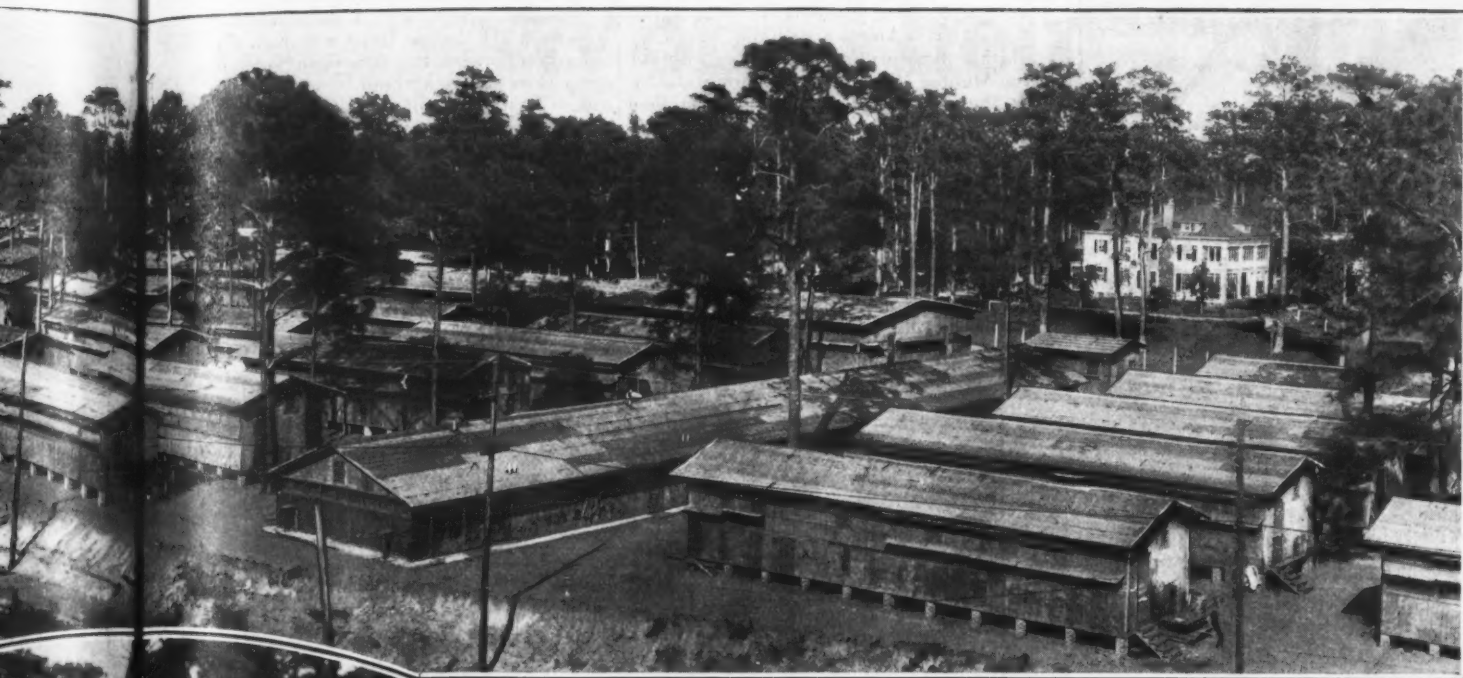


These boys, 250 of them, have been drafted from the Charleston camp to go aboard ship—that is, if they pass the inspection. They have been trained for many weeks at

the naval camp as is possible their careers

s by the Tens of Thousands

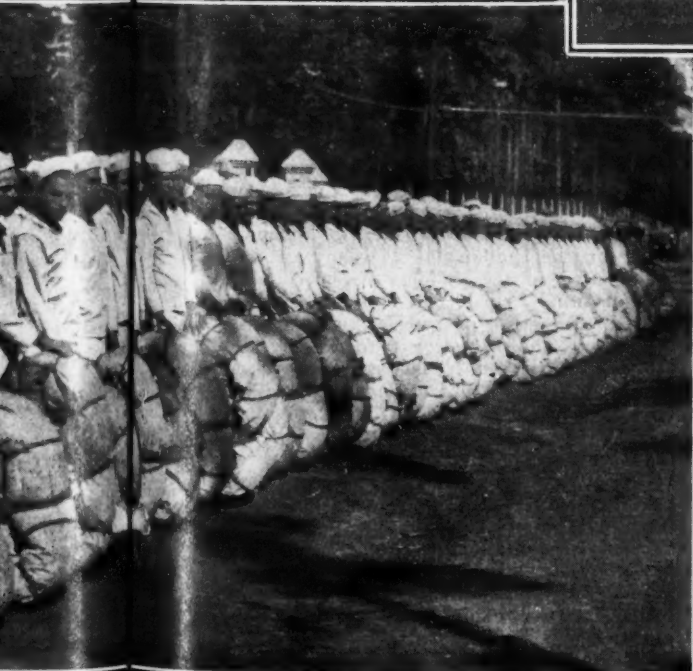
Photographs by JAMES H. HARE, Staff War Photographer



This panorama of the camp at Charleston shows the closely packed city of barracks. The training camp is about seven miles from the city, and was built and repaired at the cost of several millions. Mr. Hare made the panorama view of the camp from a platform in a tree. "Is that old-gent goin' up?" commented the carpenter when they ordered him to put cleats on the tree; but he felt better about it when the lieutenant told him Mr. Hare was just back from the trenches and could go anywhere.



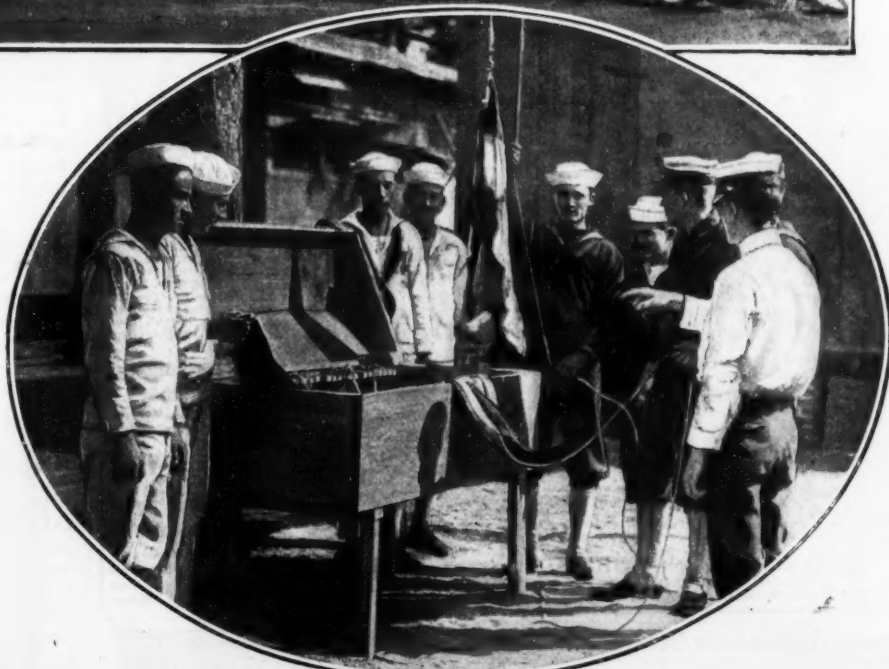
at these Southern men like best. When their bandmaster, Mr. R. enters it around some melodies, adds an Irish lullaby, a Dance Tango, a Minner March. In the camps music plays an important part.



fted from the
s, if they pass
many weeks at

the naval camp, under conditions approximating as far as is possible life on shipboard, and now they will begin their careers as regular tars somewhere in the War Zone.

The regulations stipulate that a warship must not land more than one-half its combatant force at one time. Each ship has a permanently organized landing force composed of infantry and artillery. Each ship's force forms a unit, and a squadron of eight ships would have a landing force of 16 to 20 companies. Naval forces are seldom allowed to go far inland and keep close to the shore line where the warships can support them. Supplies of ammunition and food are made as light as possible, but the warships act as supply bases, and in order to keep open communication between them and the men, a beach master and strong guard remain with the boats at the point of landing. Rifles, automatic pistols, machine guns and 3-inch field pieces are the weapons for landing parties.



Signaling is no longer a simple flag-waving procedure but a complicated series of various intricate systems, including the flag, semaphore and dot and dash codes. Wireless signals, occulting light signals, wigwagging and semaphores, whistle, bell, and oscillator must all be mastered by the modern sailor. A petty officer is giving instructions in signaling to apprentice seamen.

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Backing Up the Monroe Doctrine

By W. E. AUGHINBAUGH

THE recent attempts on the part of German residents in both the Argentine and Brazil, instigated through German diplomatic channels, to start uprisings in Latin America with the hope of acquiring territory, at once bring to mind the Monroe Doctrine and its applicability to the present crisis in these republics. There can be no doubt that the United States will stand squarely behind any Latin-American country in the enforcement of this internationally accepted tenet.

The Monroe Doctrine, which is universally conceded to be the strongest state paper ever issued by any President of this country, has done more than anything else to maintain the integrity of the republics to the south of the Rio Grande. Its birth in 1823 was due to a cataclysm

France, taking advantage of our internal strife, sought to establish Maximilian on the throne in Mexico, thereby eliminating a republic. Secretary Seward notified Napoleon III that he must withdraw his troops, otherwise the American veteran army then in Texas would be sent against him. Austria, about to send reinforcements to maintain a member of her royal house on the purloined Mexican throne, was also advised to abandon the project. As a result the European soldiers were called home, the Mexicans executed Maximilian and re-established their republic.

In 1866 Spain was at war with Chile and Peru, and for a time it seemed as if the Latin-American republics would be defeated. This country notified Spain that any attempt to acquire control of



WHERE UNCLE SAM SHOWS THE MONROE DOCTRINE'S MEANING
Street scene in Hayti, to which the United States months ago sent marines to quell a rebellion and to show the nations of continental Europe that playing with a buzz saw would have less disastrous consequences than treating the Monroe Doctrine as a scrap of paper.

in Europe in which practically all the nations of the continent were involved. The termination of the Napoleonic wars left the civilized world in a turmoil, and the shifting of Fate had brought about a new alignment of nations. Russia, Austria, Prussia, Naples, Sardinia, France and Spain comprised what became known as the Holy Alliance, with the avowed purpose of supervising the religious attitude of the world. With the man of destiny banished to a remote island, furtive glances were cast by many continental powers toward the Western Hemisphere. France longed to regain control of Louisiana; Spain regretted her sale of Florida to this country, and wanted to reestablish her rule over her Latin-American colonies, which had revolted and had been recognized as republics by the United States.

President Monroe felt that it would only be a question of time before some combination of European states would undertake a conquest of at least some of the weaker Latin-American nations, or else aid Spain in accomplishing this purpose. President Monroe, therefore, in his message to Congress, announced what has since become accepted as the Monroe Doctrine, and which decreed substantially that the states of the American continent were not to be considered as subject to future colonization by any European power, and that any attempt to do so would be interpreted by the United States as an unfriendly act and treated accordingly. Europe accepted the message, and the plans of the Holy Alliance to aid Spain in the subjugation of her former colonies fell through.

Perhaps the greatest demonstration ever made to uphold the Monroe Doctrine came at the close of the Civil War.

territory from either of her enemies would involve the United States, and she wisely withdrew.

In 1895 President Cleveland almost brought the United States to war with Great Britain over the question of a boundary line between her South American colony, British Guiana, and Venezuela. For a time the feeling was tense, but fortunately the matter was amicably adjusted.

In 1905 President Roosevelt invoked the idea involved in the Monroe Doctrine to save Santo Domingo from European invasion. This negro republic, with no idea of consequences, had borrowed money right and left from abroad and incurred obligations which it could not possibly meet. When the European collector appeared in the shape of a man-of-war, the United States forcibly assumed control of the customs of the country, devoting 55 per cent. of the receipts to the payment of foreign and domestic claims and 45 per cent. to the development of the country under the supervision of Americans. This arrangement satisfied the continental claimants and kept Santo Domingo from invasion. In turn Nicaragua and more recently Hayti have been protected against absorption by foreign powers, and are under the control of American officials.

It is quite apparent that the Government of the United States has never considered the Monroe Doctrine in the light of a scrap of paper, but is prepared to sustain it under any and all circumstances. Had it not been for our definite attitude in this regard there is no question that many of the smaller and indiscreet countries of Latin America would long ago have become colonies of European powers.

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WOULD'N'T you like to know how the really big men met and overcame the obstacles that confronted them? Wouldn't you like to have the information for which they fought and struggled and often obtained only at great cost? Wouldn't you like to know how they made their first moves toward success; how they met and developed opportunity; how they met and overcame reverses; how they got together money with which to do business—so many of them started with nothing—how they worked their way into the high places, and how in those high places they handle their subordinates, manage their affairs, invest their wealth?

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Schiff, Jacob H.
Schwab, Charles M.
Shedd, John G.
Simmons, E. C.
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Stillman, James
Vail, Theodore N.
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you reap what you sow," is this man's theory.

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Do you know that when George Eastman, the Kodak man, was beginning his fight for success he worked during the day to keep body and soul together, and at night conducted his experiments? Do you know what he did when his little business was on the verge of ruin—how he created new fields for the sale of his product? *These stories are human!* They take you behind the scenes—into the intimate recesses of these men's lives and show you the things that you

never dreamed—never realized—and from them you will draw a rich fund of inspiration.

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No book of fiction could be as fascinating as these true, intimate stories of the men who are shaping the destiny of the nation—men whose names are on the tongues of millions. You will read this book as ravenously as a starving man eats food. And these stories will nourish your brain—they will feed your intellect—they will enrich your mind—they will inspire you to DO instead of to DREAM!

Think of John D. Rockefeller admitting that the hardest problem all through his career had been to obtain enough capital to *do all the business he wanted!* His first loan of \$2000 was granted only because he had gained a reputation for industry and trustworthiness.

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We all know the big names in business and finance. What we do not usually know is how these men achieved bigness—what traits in their character brought success. Yet this knowledge is the thing that is significant for us, for we are all continually asking ourselves the question, "How can I attain success? How can I too achieve big things? What are the necessary qualifications? What course must I pursue?"

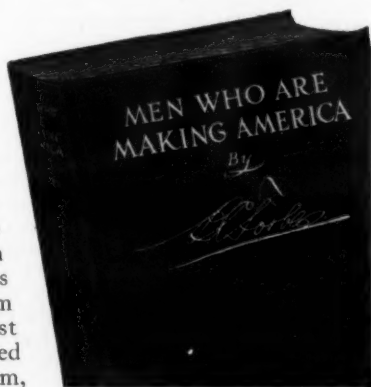
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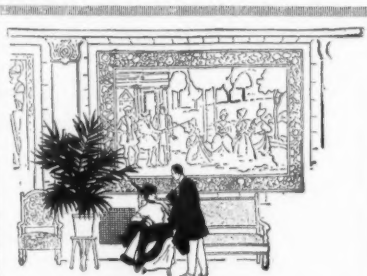
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Men Who Are Winning the War

(Continued from page 722)

Congressional committees were parsimonious. The money they appropriated to his work was given grudgingly because there had been so little proof of the efficiency of his theories of their value as preventives of disease. They could see no positive results of his work. The engineers could point to the Culebra Cut, and the huge locks going up at Miraflores and Pedro Miguel as a proof as to where the money given to General Goethals had been spent. But General Gorgas could not show how many would have died had it not been for his sanitary regulations. However, he kept at his work, writing articles, demonstrating results, comparing the death-rate with that of the French régime, and utilizing every energy both to obtain results and to secure the confidence of Congress. The results of his program became so apparent that it could not be disputed or denied, and money was forthcoming to carry on his work.

Even so great an authority as General Goethals, said: "The Zone is no white man's country. Americans settling in the tropical zone will soon become as lazy as the natives," but General Gorgas demonstrated that it was not the climate, but the result of fevers and malaria that enervated the people, that if the country were made healthy the people would be as active and virile as in other sections, and that the tropics could be made as desirable a place for living and as healthy a locality as the temperate zones.

General Gorgas's success was so great in carrying out these advanced theories of medicine, that he became the foremost sanitary officer in the world. His advice and counsel was sought by other nations. Ecuador appealed to him for help in her yellow fever peril. He answered the summons and Guyaquil has ceased to be a plague-spot and source of infection for the rest of the world. A cry came from Rhodesia, and he made a trip to that distant country, and established health regulations for the country that wiped out the black water fever.

About this time, a successor was to be chosen to General Torney, as Surgeon-General of the Army. The President was in favor of selecting Gorgas for the position, but he had only reached the rank of colonel, and it would have been an unprecedented step to advance him to a major-generalship. The army objected strenuously to this deviation from the ordinary rules of advancement, and used every power to prevent his elevation. But the President swept aside their objections and made the ablest medical officer the chief of the department. The wisdom of this step has been demonstrated by the excellence of the work performed by the Surgeon-General.

General Gorgas is faithful to his country, he serves her patriotically at a great financial loss to himself. He has long since reached the age that entitles him to retirement with pay, and he has been offered a life position with the Rockefeller Foundation as a member of its permanent staff at an immense salary, but, feeling that it is his duty to give his undivided efforts to the Government, he still continues in active service.

Despite General Gorgas's honors and position, nothing about him savors of self-importance. If you have business with him, you can see him without any red tape. If you were to meet him accidentally without knowing his position (and you would not know it if you waited for him to tell you), you would form the conclusion that your companion was a country gentleman of the old school without a care on his mind, or a dignity that he was forced to uphold. As with every great man, he has a keen sense of humor, enjoys a joke, and can tell one too. His

(Continued on page 732)

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November 24, 1917

731

How the Cabinet Has Grown

By THOMAS F. LOGAN,

Leslie's Weekly Bureau, Washington, D. C.

AMERICA is almost certain to follow England's example and create a department of munitions. Political experts are convinced that President Wilson will ask Congress for authority to make this addition to his Cabinet. If this is done, an even dozen voices will be heard in debate at future meetings of the President and his official family. When the American Government was established one hundred and twenty-eight years ago, half that number deliberated the policies of the nation. During George Washington's administrations, only five Cabinet officers were considered necessary, viz., the Secretaries of State, Treasury and War, an Attorney General and a Postmaster General. The Cabinet did not include a Secretary of the Navy until May 21, 1798, when Benjamin Stoddert, of Maryland, was appointed by John Adams as the first civilian head of America's sea forces. Almost a half century passed before the United States saw a second change in the size of the Cabinet. On March 8, 1849, Thomas Ewing, of Ohio, was made the first Secretary of the Interior. On February 13, 1889, Cleveland selected Norman J. Colman, of Missouri, as the first Secretary of Agriculture. The Department of Commerce and Labor was established in 1903, during Roosevelt's first administration, and the department was divided between two Cabinet officers during Wilson's first term. There are, therefore, ten Cabinet officers at present, or twice as many as George Washington had to assist him. It is probable that the official family will number eleven before the end of the present year. And it is quite possible that the establishment of an aviation department will give the President an even dozen advisers before he retires from office.

Taxing That Tired Feeling

THE Commissioner of Internal Revenue has devised a scheme to transmute nation-wide weariness into national war energy. A list of patent medicines which have been examined by Government chemists and found "to be insufficiently medicated to render them unfit for use as a beverage" has been issued to all collectors of internal revenue with instructions to collect thereon the full tax levied on intoxicating liquors. This ruling will add a considerable sum to the fund which the United States is raising for the prosecution of the war. Every drug-store has on its shelves an array of tonics and bitters guaranteed to cure "that tired feeling" and every bottle in this collection must now do its bit for the Government. Anyone who has lived in "dry" territory is familiar with the epidemics of languor that follow in the wake of prohibition. The Commissioner of Internal Revenue, with full knowledge of this phenomenon, has decided to capitalize for the Government these geographic decreases in individual vitality. He believes that revenue losses due to compulsory partial abstinence may be partly offset by a tax on tired feelings.

Biting Off Our Noses

TWO obstacles block the free flow of fuel to munition factories here and abroad. One is a lack of ocean carriers and the other a shortage of railway rolling stock. The first may be charged against German U-boats, but the American Government alone is responsible for a situation that will bear heavily on the poor of the United States this winter. Three years before the outbreak of war in Europe, the railways of America pleaded for a rate increase that would enable

them to add to their equipment. The appeal was refused. When the war began and Germany demonstrated the value of steel highways to a fighting nation, a fresh appeal was made to the Interstate Commerce Commission. Far-seeing railway executives pointed out the imperative need of equipment if the United States was dragged into the conflict. Even these arguments failed to penetrate deaf ears. This country is paying dearly today for its government's deference to popular prejudice against the railroads. If a substantial rate increase had been allowed six years ago the carriers of the country would own the rolling stock for which the Government now has imperative need. The lack of this equipment has created a problem that is giving concern to the cabinets of this country, England, France and Italy. Baiting the railroads has been a favorite sport, but the people are beginning to realize that it was a disastrously expensive pastime.

Spending \$46,000 a Minute

TREASURY Department statisticians calculated that the war is now costing us approximately \$2,000,000,000 a month, or about \$46,000 a minute. The expenditures for last month reached a total of only a little more than a billion, but the Government had not struck its pace as a world's champion coin dispenser when these records were tabulated. It staggers the imagination to hear that a nation is getting rid of money at the rate of \$766 a second, but even these amazing figures will give little comfort to Berlin if the Kaiser's financial experts carry the problem in arithmetic to a logical conclusion. It is estimated that the wealth of the United States amounts to \$250,000,000,000. Consequently, the American Government could throw away its two billion dollars a month for another ten years before exhausting its last cent. As a matter of fact, however, the two billion dollars a month is going back into circulation in this country almost as rapidly as it is raised by taxation and Liberty Bonds. America has loaned more than \$3,000,000,000 to the Allies, but all this money is being spent in the United States. For that reason, ten years of war, instead of totally exhausting the nation's wealth, would leave the Government quite enough to go ahead with the big job it has undertaken. It is, largely a matter of bookkeeping, as well as a case of making book on the Entente against the Teuton field.

Cheating the Garbage Can

THE Department of Agriculture estimates a considerable shortage in this year's wheat crop. There is, also, an apparent deficit in the American sugar supply. Nevertheless, it is America's plain duty to ship flour and sugar in great quantities to England, France, Italy and Russia. That is why the Food Administration has launched the biggest campaign ever conducted in behalf of economy. If the response is nation-wide, the United States will have a surplus of these necessities for the soldiers who are fighting its battles in Europe. The Food Administration does not ask working people to eat less, but to substitute edibles that contain neither flour nor sugar for a part of the diet that heretofore has been the rule. A greater variety of diet and smaller deposits in the garbage can are the double plea of the conservationists. There can be no check on the general observance of the food pledges. But flour and sugar are now being exported in the belief that the American government may place its trust in the honor of the people.

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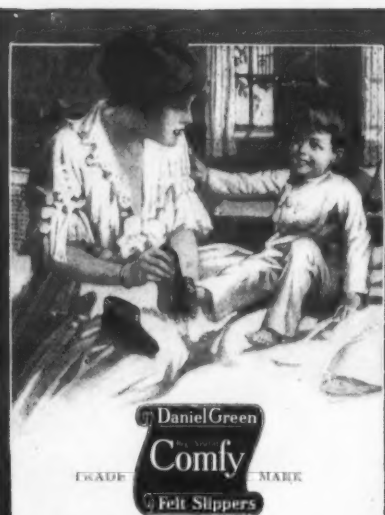
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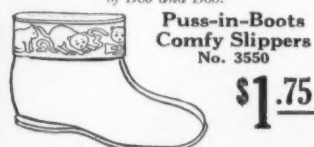


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Men Who Are Winning the War

(Continued from page 730)

snow-white hair belies his youthful smile. He has the physique of an elderly man and the heart of a boy.

While General Gorgas is the greatest sanitarian in the world, he does not bore one by talking "shop." He is interested and well-informed on all topics. He will discuss with equal interest Jackson's great catch in the World's Series, the world's war, or the latest bit of farming news. He puts you at ease instantly by his charming manner and his keen interest in you. He will discuss his work upon request, but in an ex parte manner almost uncanny; as if some one else were under discussion. With him, the work is the thing and not Gorgas. The only personal things about which General Gorgas is enthusiastic are his mother, wife and grandchildren. His face lighted up with pleasure when I told him that as a boy I knew and loved his mother, and later he assured me with charming candor that indisputably his two grandchildren were absolutely the finest in the world.

He enjoys talking about his early boyhood days and his friends of bygone times. In those days the celebrated Dr. Bryce was "Peter" and the famous Dr. Gill was "Jimmy" to him, and many were the boyhood pranks they played together. He laughed at the pedantic manner of a professor of English, but his kindly spirit showed itself by a defense of his erstwhile teacher, when he exclaimed, "he was the smartest man I ever knew."

General Gorgas was born in Mobile, Alabama, in 1854. He comes from army stock, his father being a West Pointer, and an officer in the United States army, at the outbreak of the Civil War, at which time he resigned his commission and joined the army of the Confederacy. Young Gorgas remained in Mobile with his mother during the trying times of the war. Though he was only a small boy, he remembers many of the hardships and privations of his early youth, and he attributes much of his success in later life to the lessons of self-denial that he learned in those days. After the war, his father accepted a professorship at the University of the South, popularly known as Sewanee. This is one of the few schools that are still severely classical, and the evidence of this classical training is shown in the General Gorgas of today.

While at college Gorgas was a leader among the student body, both in scholarship and in any mischief afloat. After having finished school, he entered Bellevue Medical College of New York. During his student years in New York he lived on a very small allowance. The boy had had his awakening and recognized the seriousness of life, the importance of utilizing its advantages and putting forth his best efforts in whatever he undertook.

After graduation, he took the examination for the Medical Corps and having passed was appointed a lieutenant. Soon after his appointment he was sent to Fort Brown, Texas, where he contracted yellow fever. Upon his recovery he determined to find out the cause of this malady, its prevention and cure. It was a tedious route full of disappointments and arduous labor, but he finally reached his goal, and today yellow fever is extinct, not only in the army, but also in the whole United States.

General Gorgas expects to go to the front to see that our men are properly cared for, and mothers may rest assured that their sons will receive as careful attention as if they were at home. The boys will return better men physically for having served in the army, and will have learned lessons in hygiene and health regulations that will be valuable to them for the remainder of their days.

Our Army

and

How to Know It

Foreword by

Hon. Newton D. Baker
Secretary of War

"The flag has been lifted and around it thousands of our young men are rallying in the uniform of its service."

OUR ARMY

AND
HOW TO KNOW IT



Edited by **Albert A. Hopkins**

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Can We Fly to Victory?

(Continued from page 730)

America's False Ideas

In America the opinion is current that if 1,000 airplanes will accomplish a certain service, 10,000 will accomplish ten times as much and so on ad infinitum. Much prominence has been given to the slogan "win the war with airplanes." Newspapers have made exaggerated statements about what could be accomplished with an immense fleet of airplanes; state governors and others, who have not the slightest knowledge of military aviation, gave out interviews which added to the optimism; even the conservative statements of military men, both American and foreign, were twisted about to make aviation copy, regardless of the meaning that the speaker intended to convey. During his visit to America, Marshal Joffre made this statement: "The French idea of an American participation calls for a fighting force, supported by auxiliary services and a strong aviation section." It was published under the headline: "General Joffre asks for Aviators." This wave of airplane enthusiasm had the undeniably good effect of forcing Congress to pass the aviation appropriation in record time. This was a measure of pressing necessity; the \$640,000,000 will be required down to the last cent, and if it had been delayed the results would have been disastrous. But now that the appropriation is passed, and an aerial fleet is assured, it is time to dispense with all illusions and consider carefully what aviation can accomplish—and what it can not accomplish.

Limits of Bombing Activities

It may be stated at the very outset that the large scale bombardments of Germany, which may appear so feasible in America, are an impossibility. It takes a pilot of extraordinary endurance to bomb even the Westphalian border towns. Because Essen is only 200 miles from the battle-front, and there are airplanes capable of making 100 miles an hour, one must not jump at the conclusion that the town can be bombarded in a four-hour flight. Actually the return trip requires over seven hours of continuous flying. The few men who have been able to carry out these long raids were, almost without exception, pilots before the war; they have had a minimum of three years flying training. The cities and towns within reach of the average bombardment pilot are, as a rule, not desirable objectives, owing to the presence of French and Belgian civilians, who would suffer more than the Germans in case the place were bombarded. The only really effective bombing raids are those directed against purely military objectives, cantonnements, munition depots, and the like, and which are carried out in connection with offensive operations. The general commanding designates as objectives the points whose destruction will best help along his plan of attack. Independent bomb-dropping expeditions, no matter on what scale they may be carried out, will not in themselves drive the Germans out of their trenches, any more than will merely pounding their back areas with artillery.

As a variation to bombing them out, it has been suggested that huge fleets of airplanes be used to sweep down on the trenches and destroy the occupants by machine-gun fire. This idea is sufficiently picturesque to appeal strongly to one's imagination, but it has one practical disadvantage—the loss in aviators would be greater than the destruction of Germans, and when it was all over, the enemy would still be in undisputed possession of their original trenches. No one, who gives the matter the slightest thought, will ever consider that an airfleet can be effectively used directly against troops in trenches.

Weaknesses of a Famous Builder's Argument

Another more plausible argument in favor of a giant airfleet was well expressed in a recent statement by a famous American airplane builder.

"It is my opinion that a large airplane fleet is the way to stop the war. When the United States sends abroad enough airplanes to bring down every German airplane that attempts to ascertain the disposition of the armies—literally sweeps from the air every German flying machine—the war will be won, because it will mean that the eyes of the German gunners will be put out."

A statement like this is most convincing, coming from a man who contributed very largely to the early development of the airplane. But there are fallacies in that line of argument which are only too apparent to any one who has flown on the front. Consider first the practical difficulties of destroying, or even of subjugating completely, the German airfleet. They have the advantage of being on the defensive; when they wish to make a reconnaissance over our lines they have the choice of time, altitude, and method of working. They may send out a single machine, trusting to its inconspicuousness and speed for protection.

Both French and Germans have two-seaters, built for reconnaissance, which, at high altitudes, will pull away from the fastest fighting machines; both sides likewise have airplane cameras so highly developed that photographs, taken under favorable conditions, from heights even as great as 18,000 feet will show up, not only trenches and roads, but also wagons, motor-trucks, and even isolated groups of men on the road as well. From such an altitude, territory can be photographed at the rate of several square miles a minute. Even under ordinary conditions it would require a prohibitively large number of machines to prevent such expeditions, and when cloud conditions are favorable they will get through anyhow. Instead of coming alone, the reconnaissance machine may be accompanied by a half-dozen fighting planes; to keep them off it would be necessary to have patrols of equal or greater size in the air continually, ready to meet them at whatever time, place or altitude they crossed the lines.

The Germans have still another resource which they have used in almost every Allied offensive in the last two years. When they want information regarding particularly well-protected localities, they have adopted the simple expedient of making the reconnaissance in a captured French or English machine.

The Air Will Remain Free

Preventing the Germans from flying over the Allied lines, even if it were possible, would only half solve the problem; it would not prevent them from controlling artillery from airplane, or from making visual reconnaissances, for much of that sort of work can be done without crossing the lines. The Germans even use captive balloons for much of their artillery control, although these balloons are five miles behind their lines and at a height of less than 3,000 feet. Vulnerable and helpless as a balloon is, an attempt to shoot it down is considered a difficult and dangerous undertaking. One must not forget the effectiveness of modern anti-aircraft artillery.

If forced to it, the German aviators could carry out their visual reconnaissances and control the fire of all but their long-range guns without ever leaving the zone protected by their anti-aircraft cannon. In addition, they always have their own machine guns, and if too hard

(Continued on page 736)



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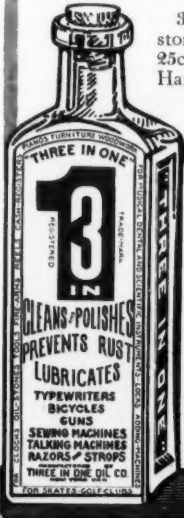
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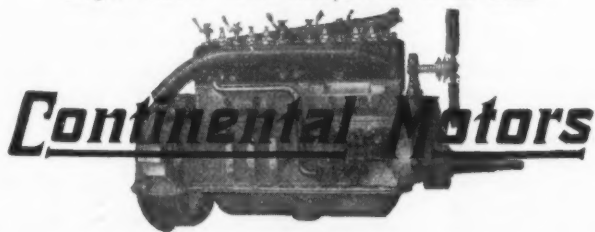
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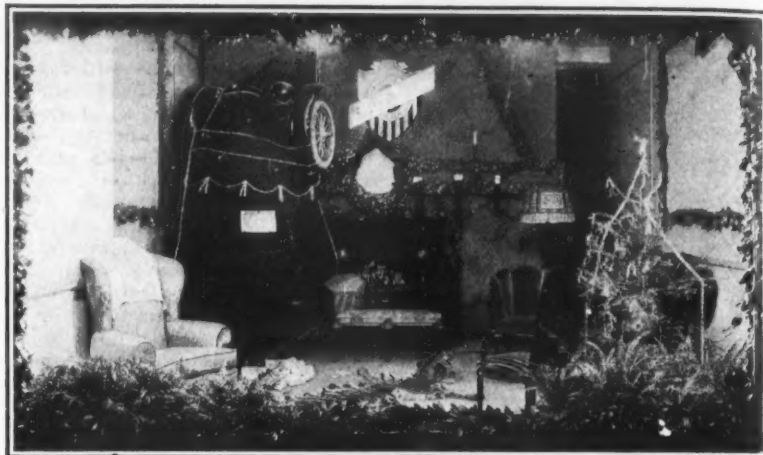
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Tiffany Ring, 1 fine Diamond, \$75.00
Tiffany Ring, 1 fine Diamond, \$100.00
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Tiffany Ring, 1 fine Diamond, \$900.00
Tiffany Ring, 1 fine Diamond, \$925.00
Tiffany Ring, 1 fine Diamond, \$950.00
Tiffany Ring, 1 fine Diamond, \$975.00
Tiffany Ring, 1 fine Diamond, \$1000.00

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



NOT EVERYONE CAN EXPECT A CHRISTMAS LIKE THIS

A stocking full of accessories for his car, however, will prove the most acceptable kind of a Christmas gift for a motorist, for this year he must, more than ever, add to the efficiency, utility and comfort of his car. Every accessory given in the list below may be made to serve some useful purpose on every car.

Making Christmas Merry for Your Motoring Friends

YOU are saving food; you are making every shovelful of coal count; you are demanding that your money be spent more efficiently than ever before. Don't break this chain of conservation by wasting money at Christmas time. Therefore, choose wisely.

How about that friend of yours who invited you on a tour with him last fall and who would not even let you pay for your half of the gasoline? And is your neighbor who gives you a lift to the station every rainy day on your "Christmas list"? "Something for the car" would be a most graceful remembrance and would be appreciated both from the standpoint of sentiment and utility.

If your friend is the proud possessor of a new car, you will be able to select one of many useful gifts not originally provided in its equipment. Ten per cent. of the cost of a new car may easily be invested in the purchase of attachments and accessories which will add to the efficiency,

comfort and safety of driving. Or your friend may be disappointed in his ability to purchase a new car in the spring and his old car, therefore, becomes a veritable Christmas tree on which all manner of gifts adding to the utility of motoring may be hung by his friends indebted to him for many a courtesy.

But even though you may know that inner tubes and spark-plugs are always useful, or that a set of headlight lenses complying with the state law are infinitely better than the paper-pasted or soap-covered clear glass which your friend is using, you may be in doubt as to the size and type adapted to his particular car.

Therefore, as long as usefulness and efficiency are to mark your giving, you want to make sure of the suitability of the gift for the car in question. A radiator thermometer makes an ideal gift, but it is hardly a suitable accessory for an air-cooled car. A carbon remover would prove a welcome addition to the access-

Choose Your Gifts For Your Motoring Friends Wisely

Following is a list of suitable gifts for motorists. Check the ones in which you are interested, fill out the coupon and receive in return the free advice of LESLIE'S Motor Department experts as to the fitness of the gift in question and the size and type required.

Carbon Removers
Chemicals (radiator cement, etc.)
Clocks (dash board)
Fire Extinguishers
Gauntlets and Robes
Hand Warmers
Heaters
Horns and Warning Signals
Jacks

Lenses (headlight)
Luncheon Outfits
Mirrors (rear view)
Non-Skid Devices (chains)
Polishes and Body Cleaners
Radiator Covers and Attachments
Shock Absorbers
Slip Covers
Spark Plugs

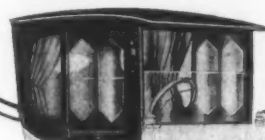
Spot Lights
Thermometers (radiator)
Tires and Tubes
Tire Repair Kits
Theft Preventers
Tow Lines and Pulleys
Vulcanizers
Wind Shield Cleaners

H. W. SLAUSON, M. E.,
MOTOR DEPARTMENT, LESLIE'S WEEKLY,
225 Fifth Avenue,
New York City.

Dear Sir:

I would like to give a suitable gift to the owner of a car, model No. I have checked (✓) the kind of gift in which I am interested. Please advise me of its suitability and, if necessary, tell me the kind and size adapted to this particular car, and give me the names of manufacturers who are able to furnish these as Christmas gifts.

Name
Address



\$50.00

Cozy Tops For Fords

You can travel in perfect comfort in any kind of weather, if your Ford is equipped with a COZY TOP.

Professional men, salesmen and others who use their cars every day should not delay ordering. Make your regular calls in comfort, regardless of the weather.

On warm days your Ford is instantly convertible to an open car. No parts to be removed and left at home.

The COZY TOP is a marvel of mechanical perfection. The material is all high-grade, finished in black enamel. The famous Hunter Automatic Curtains are mounted on "Stewart Hartshorn" steel barrel rollers. They never stick. Widest door openings of any made. Fits snugly all 1915, 1916, 1917 and 1918 Ford Models.

COZY TOP for Roadster, \$50.00

For Touring Car, \$67.00

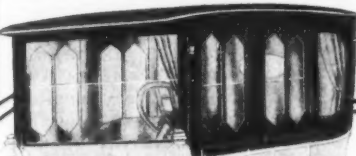
Net Cash, F. O. B. Factory

Send order today. Money refunded if not satisfied after ten days' trial. Illustrated folder sent on request.

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FOOTS & HUNTER CO.

Established 1873

419 S. Third St. - Terre Haute, Ind.



\$67.00

If you're thinking of buying an automobile or motor truck, but are in doubt as to what particular type is best suited to your needs, H. W. Slauson, M. E., Editor of Leslie's Motor Department, will give you accurate and unbiased information that will help you decide right.

Mr. Slauson is an automobile expert who is in an unusual position to help settle motor questions.

For years he has been studying the problems of thousands of motorists, and his own experience and his complete records of other motorists enable him to advise you promptly and accurately on any matter relating to automobiles, motorcycles, motor boats, motor trucks.

This service is offered to "Leslie's" readers without any charge or obligation. Write him a letter asking his expert advice—or fill out the coupon.

L. 11-24-17.

MOTOR DEPARTMENT

LESLIE'S WEEKLY

225 Fifth Avenue New York City

I am considering the purchase of a
(Give name or make if you have any preference, or the price you want to pay.)

Motor Car

Motor Truck

Please help me in its selection and give me, free of charge, this special information:

.....

.....

.....

Name

Address

ries of ninety-nine out of a hundred motorists, but that one hundredth owner would be the possessor of a steam or electric car and carbon remover would be of about as much use to him as would talcum powder to a mermaid.

There are many opportunities for such misfits in the automobile accessory field, and when to these are added the mistakes that can be made in the selection of the proper size of spark-plugs, tires, lenses and the like, the necessity for proper advice is apparent.

To assist the friends—among whom are included the wives—of motorists in the selection of a suitable Christmas gift for the car, the Motor Department of LESLIE'S WEEKLY has inaugurated a service which we feel will prove of distinct assistance in the solution of the Hooverized Christmas idea. We have selected a list of accessories which should form a part of every motorist's outfit. Each will add more than its cost in the value of added comfort, efficiency, or utility obtained. It is a comparatively simple matter to determine by observation or casual question which of those listed are lacking from the equipment of your friend's car. Some of these gifts, such as tire tubes, tire chains, spark-plugs, gauntlets, robes, carbon remover, polishes and cleaners, and thermos bottles are always valuable as extra equipment, and no matter how well provided a car may be with such accessories, the owner will welcome the addition of a duplicate as enthusiastically as he would the gift of a totally new accessory.

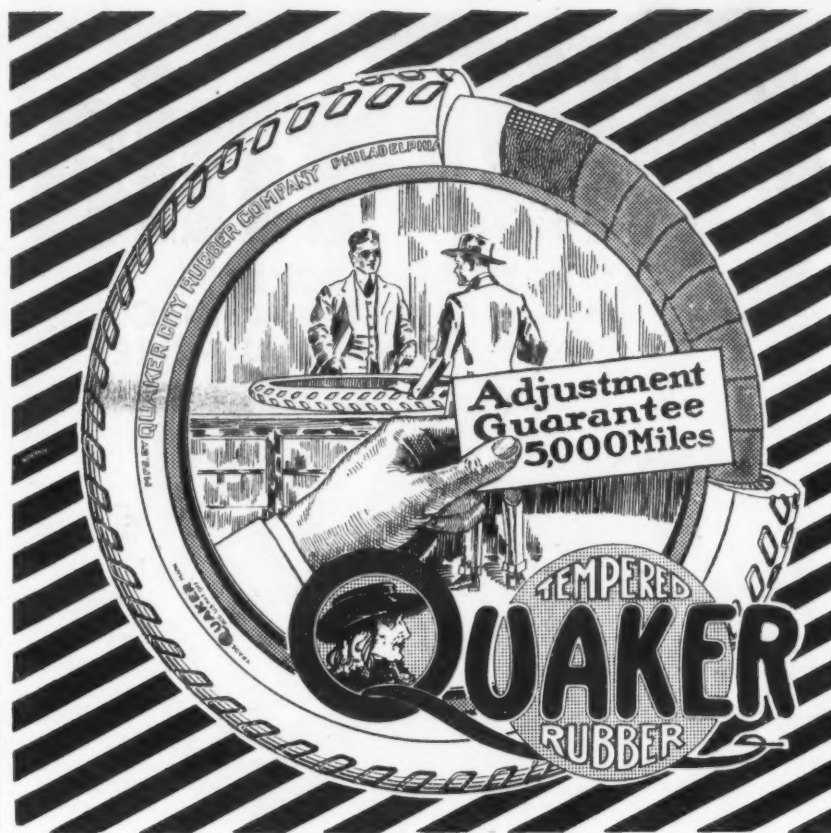
Provided you inform us, by means of the coupon on page 734 or in a letter, of the general nature of the gift that you desire and the make and model of the car for which it is intended, we will gladly discuss the suitability of the gift and give you the exact size and type required, as well as the names and addresses of manufacturers from whom it can be obtained. In order that individuality may mark the gift, it is, of course, better that the selection bear some relation to some incident which occurred during a trip which emphasized the lack from the regular equipment of the car of the gift which you intend making. For example, didn't a blowout occur on some hot summer's day when the exertion of working the inadequate jack with which the car was equipped, of changing the inner tubes, and of pumping up the repaired tire with the child's-toy-balloon pump, also forming a part of the regular equipment of the car, make you and your friend feel that motoring wasn't such a pleasure after all? Wouldn't a tire repair kit, an engine-operated pump, or a real jack which would do its work without forcing you to get down on your hands and knees in the dust make your motorist friend feel that you had brought real thought, common sense and efficiency, as well as sentiment, into your selection of his gift?

The situations which might arise indicating the necessity for one or more of this list of accessories are almost endless, but we are assuming that you who are not motorists do not fully realize the manner in which many such problems may be solved. Therefore, we will be glad to help you with suggestions for your motoring friend's gift, based merely on knowledge of the make and model of the car which he drives, and the price you would be willing to pay.

The Automobile Industry to the Rescue

LESLIE'S WEEKLY stated some months ago that the automobile industry was ready and willing to turn whatever portion of its facilities were necessary over to the Government for the production of war materials. It was

(Continued on page 738)



Tire shown above is 37 x 5

Get 43% More Mileage

Tire adjustments, like life insurance premiums, are based on "life expectancy," which in turn is based on experience.

The "standard adjustment" of 3500 miles can fairly be taken as the "life expectancy" of tires carrying this mileage limit.

On the other hand, any amount of mileage can be promised—10,000, 15,000 and even 20,000 miles, but there is some slight difference between promise and performance. True, there are records of some Quakers giving this maximum mileage, many cases where Quakers have shown 15,000 miles service, and a great many instances of 10,000-mile duty, but it is better that you be surprised rather than disappointed in the mileage you get.

Quaker Tires carry an adjustment guarantee of 5,000 miles because experience—the "life expectancy" of Quakers shows that this mileage is, indeed, conservative.

The tire buyer who tries *one* Quaker soon doubles, triples and quadruples his saving on mileage cost by equipping two, then three, and finally, all four wheels with Quakers.

You, the one who pays the tire bills, ought to be interested in the 43%-better adjustment other tire users get on Quakers.

Write for copy of "5000 Plus" by Garrett Bonfield. This booklet tells things about tires and their care.

QUAKER CITY RUBBER COMPANY

PHILADELPHIA: Factories
PITTSBURGH: 211 Wood Street

CHICAGO: 182 W. Lake Street
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Makers of IRONSIDES, Quaker City and Crown Rubber Belts, Daniel's P. P. P. Rod Packing, Daniel's EBONITE Sheet Packing, Daniel's EBONITE Steam Hose, Ringmeter Garden Hose, etc.

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Four daily California trains, including California Limited, also Santa Fe de-Luxe weekly in winter. Enroute visit Petrified Forests, Grand Canyon of Arizona and Castle Hot Springs. Hawaii afterwards. Fred Harvey meals. Booklet on request. W.J. Black, Pass Traffic Mgr. A.T. & S.F. Ry. 1061 Railway Exchange Chicago.

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Enclosed find \$3.00 for which please send me at once copy of "Men Who Are Making America." If not satisfactory you agree to refund money and return postage. L. W.

Name

Street Address

Can We Fly to Victory?

(Continued from page 733)

pressed, need only to make a short dive and they will be down where no enemy can follow. To even partially prevent the work of the German artillery airplanes, it would be necessary to maintain continuous patrols at low altitudes behind their lines. If this were attempted over the whole 400 miles of front, the daily Allied loss of aviators would be excessively high. A complete mastery of the air would not be of sufficient value to justify these losses.

Airplanes Do Not Control the Road to Berlin

Enthusiasts tell us that if the sky could be swept clear of German aircraft the war would be won, the road to Berlin would be open. This is pure fiction; if it were only the German airfleet that was stopping them, the Allies would need to wait only till the first rainy day to start on their victorious march to Berlin. A good rainstorm sweeps the Germans from the skies as effectively as would 100,000 Allied airplanes; sometimes for two weeks at a stretch not an airplane leaves the hangars, yet the situation on the front remains unchanged. Such practical obstacles as barbed wire, barrage fire and machine guns must not be overlooked. Even artillery observation is less dependent on the aviation than most people think. For accurate control against restricted objectives, especially at long range, airplanes may be a necessity; in other cases airplane control may be desirable; but the majority of the guns can be very effectively directed from ground observations. This applies particularly to the Germans.

Value of Natural Observation Posts

The line of defense to which the Germans fell back in 1914 was selected before airplanes were a factor, and the defensive strength of their position is no small measure due to the continuous chain of excellent natural observation points that they hold. The Germans are still reaping the benefits of their 1914 victories; to win the war they need only to hold on to the territory now in their possession; while the Allies, if they are to win, have the infinitely harder task of driving the enemy back. The German air service is part of their system of defense, but it is only an auxiliary; concrete, barbed wire, machine guns, and barrage fire are all primarily defensive weapons which work for Germany no matter who controls the air.

An allied or American mastery of the air counts for absolutely nothing unless they have the guns and the shells, and the *troupes d'attaque* on the spot, ready to do their part. It is the humble "foot-slogger" with his bayonet and hand-grenades that drives the enemy back.

Our Glorification of the Aviator

The tendency to glorify the aviator in the official communiqués was largely responsible for the present miscomprehension of his work. This has ceased now, in the French communiqué at least, and the infantry has again come into its own. Journalists still retain their passion for eulogizing the airman. American writers, who are farthest from the scene of action and know the least about the conditions of warfare, are the strongest advocates of a giant airfleet, built, if necessary, at the expense of the other branches of the army. One writer, who thinks that America's chief contribution should be aviators, says:

"It is in attack rather than defense that the American superhorseman can and will excel. They should be at almost all times the most brilliant feature of the offensive, airmen coming up over the horizon in hundreds and in thousands—

as the flocks of birds come out of the South each spring. Here is romance for you—idealism—the very sort of warfare Americans like to fight."

This statement, which is taken from a supposedly serious article on military aviation published in a widely read American periodical, is only too typical of the vast amount of pure trash that has been written on the subject. "Romance," and "idealism," and "flocks of birds" are only remotely connected with the business of war. Because it is "the very sort of warfare Americans like to fight" is hardly an argument. Though seldom stated thus baldly, this idea of catering to personal taste, of making a contribution in a form that will obviate the unpleasant necessity of putting large numbers of Americans in the trenches, is often the underlying argument in favor of a stupendous fleet of airplanes.

"Wake Up America"

The man who advocates sending 100,000 American aviators to France should stop and think what he is asking for. Ignoring the impossibility and the utter fruitlessness of the thing, consider the situation it would give rise to. One hundred thousand Americans would be combatants engaged in an interesting and (inasmuch as they would outnumber the Germans 25 to 1) not too dangerous a kind of warfare. Between a million and a million and a half other Americans, the necessary *personnel non navigant*, young and anxious to fight, would be *embusqués* in the aviation centers ten miles behind the lines, while, as of yore, the French army would be doing the fighting. No real American wants that kind of participation.

It has been stated that it would be possible to train and send to Europe a large number of aviators before infantry troops could be sent over. Experience does not justify any such conclusion. Americans who joined the Foreign Legion in 1914 trained and were in the trenches seven weeks after they enlisted. Later many of those same Americans were transferred to the aviation service, and spent from five to eight months in training before they were qualified to return to the front in their new capacity.

The Army Knows Its Business

American army commanders have shown every indication of knowing what they are about, and there is every reason to believe they will exercise the same good judgment in building up the American Expeditionary Force. The American troops that operate in France next summer will form a well-balanced army, whose composition will be based on the needs of the campaign. The vast bulk of the troops will be infantry, because infantry is the arm that will render the greatest service. The army will include a strong aviation service; not of 100,000 aviators, not even of 5,000, but large in proportion to the size of the army. The number of aviators needed or that can be used efficiently in the American army depends on the sort of work the troops are to do. If they are to hold down trenches in a quiet sector the aviation service need not be large. Twenty pilots can easily do the work for an army corps. Ten times that number would accomplish no greater results, they would only be an extra drag on the commissary department.

But the American troops are not basing their plans on a quiet sector. In the camps at home the men are receiving training that will fit them to take part in offensive operations, and the aviation service must be built to meet this same contingency. It is in an offensive that the aviator meets his real test; then the strain on the organization is greatest.

(Continued next week.)

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4¢ Enlists CICO PASTE in Your Efficiency Campaign

THIS new liquid paste for home or office is *always* on duty, ready for instant service. CICO is the most alert, businesslike little handy helper you ever saw. It sticks best when spread thin. No water-well to splash or "go dry" at the critical moment. CICO is one of the

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Send us a couple of red stamps and an introductory-size bottle of CICO will march right up to your desk prepared to finish up your pasting jobs in double-quick time.

Stationers sell CICO in two sizes of popular-priced desk jars (as shown). Also in spreader tubes and bottles. When do you want CICO to begin work for you?

Here's the Adjustable Brush, which allows the last bit of paste to be used. The handle slides through a safety cap which always keeps the fingers clean.

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Also manufacturers
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* Pronounced
"Sy-ko"



"The Recording Angel of the War"

from the November FILM FUN

The magazine opens to a film version of Michelangelo's well known picture of "The Three Fates." The portrait pages are devoted to Antonio Moreno, Viola Dana and Olive Thomas. Miss Thomas makes good with the promised story. "Let the Women Fight" was written for Film Fun while she was on the Coast filming "Broadway Arizona." It is a bright, entertaining story with a war slant.

There is a double page display "Gather Ye Rosebuds" being the prettiest stars in the exquisite gowns they wear in late plays.

A page review, with pictures, of Helena Smith Dayton's "Clay Folks" in their presentation of "Romeo and Juliet."

Three pages are devoted to comedies of the month and doings of comedians. Some new people until recently in vaudeville are likely to contribute much to the gaiety of nations.

Two pages contain scenes from current releases which producers think will probably be the first to go to the trench theaters.

One page contains reproductions of postal cards sent Film Fun by its friends. They come from all over the country.

Three pages are devoted to free lance reviews of recent plays and doings of the film world, by Linda A. Griffith.

A feature story "How to be a Moving Picture Actress, in One Lesson" is contributed by Bernadine Hilly, of Los Angeles, whose drawings illustrate the story. She lives where most of the pictures are made, and the story has a ring of truth.

A page of "Sons of Liberty" with face page of "Daughters of Freedom," shows various film favorites defying the conventions in divers ways. All the fun of the Film World.

Film Fun Ten cents a copy
At all the newsstands

Who Will Run in 1920?

(Continued from page 724)

His rulings have been taken as models by the War Department.

In any discussion of the Republican nomination, Theodore Roosevelt must loom large. He has a knack of keeping out of the discussion until the time is ripe, and a way of keeping his intentions in mystery. But where the fighting is thickest in the political arena, there Theodore Roosevelt always is to be found. No great amount of political foresight is required for the prediction that Colonel Roosevelt will be one of the leading candidates in 1920. His effort to lead the first regiment to France, even his rebuff by the War Department, and certainly his patriotic and sportsmanlike acceptance of the verdict, followed by his civic leadership for recruiting and the Liberty Loan, all have contributed to his international reputation as an American statesman.

Governors Edge of New Jersey and Lowden of Illinois have made records as war governors. They are both men of poise and courage. Governor Edge has great business ability and his efforts have been effective in giving New Jersey front rank among the war states. Governor Lowden has served in Congress, is an authority on the tariff, has made a notable record for economy and has consolidated the administrative machinery of Illinois. His stand against seditious pacifist meetings has demonstrated his patriotism. Either of these two governors may take the center of the stage in the next three years. The same chance is open to Governor Whitman, twice elected as chief executive of the pivotal State of New York.

If Hoover should make a success of his present complicated job as Food Administrator, his friends would be able to give to him the attractiveness of a new figure in public life. There is romance in the work that he performed for starving Belgium. There is a chance for him in his present work to demonstrate his administrative ability.

The three Senators who have been listed, Weeks of Massachusetts, Knox of Pennsylvania, and Johnson of California, are among the possibilities. Johnson would appeal to the radicals. His Senate experience may tone him down to the point where the conservatives would have confidence in his judgment under tremendous responsibilities. Both Weeks and Knox have been tried and tested. They have the qualities of statesmanship. Either would make an acceptable candidate.

On the Democratic side, Secretary of War Baker recently formally denied that he had any present or prospective interest in the presidential candidacy for 1920. This denial can be, and should be, accepted at par. No matter how much a public man may long to be President of the United States he is hardly likely to proclaim himself a candidate so long in advance. Justice Hughes was not a candidate until nominated. The presidency is not an office that can be gained merely by seeking it.

Secretary McAdoo unquestionably would make the same denial. He is not a candidate. This fact, however, will not halt the discussion of him as a possible candidate. Candidates are not made by their own statements. More often are they made by their own records. If the Democratic convention were to be held tomorrow, Mr. McAdoo without a doubt would be found leading all other candidates. He has occupied a strategic political position. His course has not been marked by hesitation or timidity. He has had much influence on patronage. If he wanted a political organization, he would find one ready at hand. The rank and file would take to McAdoo more easily than to Baker. The best asset of Baker is that he comes from Ohio, a middle western state. Most of the Cabinet would

(Continued on page 739)



About Face —

SHAVING with a Gem Damaskeene Razor keeps you right "about face"—assures that alert, smartened-up feeling that helps you to step into the front ranks. The Gem puts *comfort* in your kit—no price increase—same number of blades—outfit better than ever—our contribution to the boys in the service.

\$1.00 Outfit includes razor complete, with seven Gem Damaskeene Blades, shaving and stopping handles, in handsome case.

Separate Set Gem Blades—7 for 35c.

Gem Military Outfit, \$5.00—\$6.50—\$10.00
Includes razor, shaving and stopping handles,
12 Gem Damaskeene Blades, Badger brush and
stick shaving soap.

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Who will set the course of their first wonderful voyages to reading land? Who will guide them in the half-light between the realm of fairies and the world of fact? Who will walk at their sides in the beginning of fiction? Whom will they meet in their first tales of adventure? Who will form their taste in poetry, in art?

Give them the sunny, wholesome guiding companionship of St. Nicholas

St. Nicholas Magazine for nearly 50 years has been loved by boys and girls in homes of taste and cultivation. Today, in the editorial rooms of St. Nicholas, there is a big book containing letters from Presidents and Senators, from authors and ministers, from great artists and publishers and captains of business and finance, all telling of their happiness in youthful hours with St. Nicholas.

Will your girls and boys have this precious remembrance? Will they have the golden hours of sailing away with

St. Nicholas to lands of story and travel? St. Nicholas is a real magazine for girls and boys from 6 to 16 years old. It has many educational features and competitions as well as entertainment.

A Year's Subscription to St. Nicholas is Three Dollars. Less than a cent a day. There is no finer Christmas gift.

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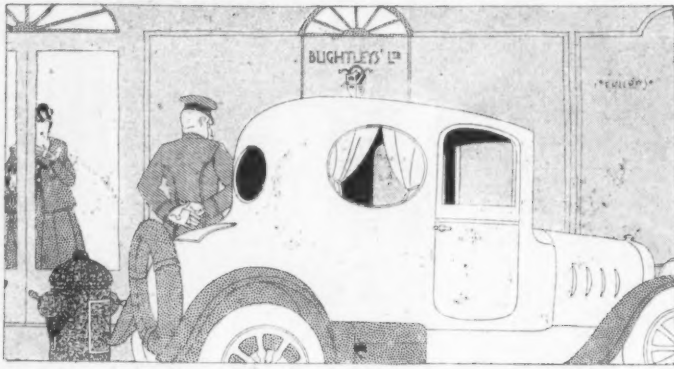
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PUBLISHERS OF ST. NICHOLAS
353 Fourth Avenue, New York, N. Y.

Enclosed is \$3 for a year's subscription to St. Nicholas. Please mail the magazine to

Les. Wkly—Nov.

Name _____
Address _____

If you want a Christmas Remembrance card bearing your name sent to the same address, please let us know in your letter.



How Many Friends on your Christmas Gift-List are Motorists?

An article of special interest to non-motorists as well as those who own automobiles appears in the Motor Department of this issue,

"Making Christmas Merry for your Motoring Friends"

Harold W. Slauson, Leslie's Motor Editor, wants to help you eliminate waste in *giving*, he wants to help you pick some practical gift for that motorist friend and to pick the right one, the one that will be most appreciated.

His article will offer suggestions as to the choice of automobile accessories as Christmas gifts, practical presents in keeping with the spirit of the times.

Don't Miss It

The Melting Pot of the War

GREAT Britain has 900,000 pensioners of war.

The age limit for recruits in the Marine Corps has been reduced to 17 years.

Two million persons in Missouri alone have pledged themselves to conserve food.

Pugilists are being used to make our soldiers physically fit to grapple with the Germans.

Germany is handing out iron crosses indiscriminately, even to camp cooks and gardeners.

The countries at war with the Teuton allies contain 75 per cent. of the world's population.

Germany is able to put fourteen men in the field for the cost of a single American soldier.

Sidney Webb, the English political economist, says that the world faces a famine after the war.

It is predicted that within a month we will all have to eat war bread made under a government formula.

The College of Forestry of Syracuse University recommends the use of nuts for food, during a stress of war.

Great Britain has been spending \$7,000,000 a day in this country since the United States entered the war.

A New York priest ordered away from the front of his church a woman who was distributing Socialist peace pamphlets.

The pacifist son of a professor of the University of Chicago is charged with making a threat to kill President Wilson.

The government has conscripted every stick of available Southern pine in an effort to speed up the wooden fleet program.

Dr. Woods Hutchinson says that the death rate per annum in this war does not exceed 5 per cent. of the total number engaged.

A Long Island (N. Y.) grocer is offering as a premium, instead of trading stamps, a lump of sugar with every ten-cent purchase.

The new war tax bill, which raised prices of commodities from even to odd figures, is responsible for an annoying scarcity of pennies.

The Elgin, Ill., butter board, which has controlled butter prices in the United States for the past fifty years, is closed for the period of the war.

Ex-President Taft, at Kansas City, said that "all sections of the country must be aroused to lick Germany, before we can hope to win the war."

One hundred and twenty-two thousand employees of the Pennsylvania Railroad have subscribed over nine million dollars to the second Liberty Loan.

Society women of Sewickley, Pa., have cancelled a concert-contract with Fritz Kreisler because he is an Austrian officer on leave while making American money.

Sir Richard Cooper, in an address before the British House of Commons, declared that the German spy system in Europe was more powerful than an army of 1,000,000 men.

German opera is under the ban at the Metropolitan Opera House in New York, and contracts with Gadske and Goritz were not renewed on account of their pro-German sympathies.

It is estimated that the incendiary fires of Germanic origin in this country since America entered the war have caused losses equivalent to the cost of providing a year's rations for 300,000 men.

A labor leader of Germany has been made a life member of the upper house of the Prussian Diet for his support of the Kaiser, the first time a representative of organized labor has entered the upper house.

Camp Devens at Ayer, Mass., has been denounced as "a cold storage plant" and a "\$7,000,000 blunder," because it is "impossible to intern 40,000 soldiers in winter quarters in a New England forest."

A prominent German paper, complaining of the prohibitive prices charged to farm workers, shows that socks costing ten cents in peace times now cost \$1.

boots that cost \$3 now cost \$30, and women's aprons that formerly cost 30 cents now cost \$3.

Curse the Kaiser!

The Automobile Industry to the Rescue

(Continued from page 735)

pointed out that the leading automobile manufacturers were planning the new year's production with this aspect in view.

The recent announcement by the War Industries Board to the effect that the Government would probably require the output ability of about forty per cent. of the leading automobile factories, indicates the importance which our national executives attach to the wonderful organization and productive ability of the motor car manufacturers. It means that these highly specialized plants will turn a portion of their efforts to the production of war necessities, either airplane engines, truck engines, munitions, ordnance, or whatever each shop may be able to turn out most efficiently.

The normal automobile production, however, should not be seriously affected. Before we entered the war motor car manufacturers were conservatively planning for from a twenty-five to a fifty per cent. increase in production. Therefore, while the new war regulation will effect the maximum output of motor cars, it will scarcely serve to reduce this production below the normal of a year ago. To the stockholder, interested in motor car securities, it must be pointed out that this redirection of effort will not represent a loss to any motor car concerns, for the profit allowed by the Government is fair and is probably equal to that obtained from motor cars.

Probably the most serious effect of such a rearrangement of the automobile

industry will be the shortage in passenger automobiles when the demand reaches its crest next Spring. A contraction in the production quantity of a year ago of any article, as increasingly necessary as is the modern motor car, is certain to result in a greater demand than can be supplied.

A War-Time Thanksgiving

O! let us keep Thanksgiving Day,
But not as heretofore
With prodigal excess of food,
But just enough—no more.
Across the wide blue sea, behold!
Our valiant Allies bleed,
And starve in famine-stricken France
For what we do not need.

At almost every table now
A vacant place appears,
And memories of a soldier-son
Are crowned with tender tears,—
And for his sake whose feet are led
By battle's crimson star,
Waste not a scrap of precious food,
For food must win the war.

So let us keep Thanksgiving Day
As neither feast nor fast,
But as the Pilgrim Fathers kept
Thanksgivings in the past,
With simple fare and reverent thoughts,
And gratitude sincere,
For harvests of the flood and field,
And blessings of the year.

From Maine to California
Give thanks unto the Lord
That we for human liberty
Have buckled on the sword;
And thank Him for the patriots
Who keep the flag unfurled,
And also thank Him most of all
That we can feed the world.

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The Monitor conducts its own news gathering bureaus in all parts of the world, and because its news of the world war and of all great diplomatic affairs of the nations is said by other newspapers to be the most complete in the world, its news is "news" whenever received by the subscriber.

It omits entirely from its columns the sensationalism which makes up so large a part of the news of the day usually seen by the public.

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A single article is devoted each day to a discussion of Christian Science for those who are interested.

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THE CHRISTIAN SCIENCE PUBLISHING SOCIETY

BOSTON

U. S. A.

Who Will Run in 1920?

(Continued from page 737)

prefer McAdoo to Baker. But the former's failure to stand by the publishers in their hard fight against the unfair zone postal system will hurt him. Bryan unquestionably will have much to say in 1920, as heretofore, but President Wilson will have more to say.

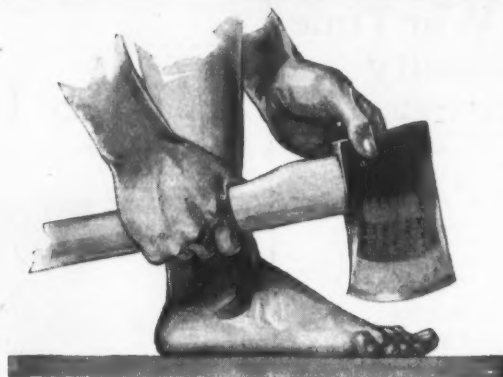
If the war continues, it is not inconceivable that the Democratic party will demand that President Wilson stand for a third term. Much will depend next time, as in other years, upon the order in which the convention is held. If the Republicans should meet first and nominate Roosevelt, the Democrats might take the position that the third-term issue thus was removed, and proceed to renominate Wilson. If the choice is left to the President, he will refuse to consider a third campaign.

Speaker Clark some time in 1915 remarked that Wilson would be the only candidate in 1916. His position was that if Mr. Wilson's record was not such as to insure his renomination, no other candidate would want the nomination. There were no candidates against President Wilson in 1916. Mr. Bryan, Mr. Underwood and Mr. Clark were not candidates. With perfect propriety any or all of them may be candidates in 1920. If geographical considerations are taken into account, Governor Cox of Ohio might prove the dark horse of Democracy.

The length of the war and the manner in which the issues form may determine the question of candidates. No one can say when the war will end. No one can say what the situation will be, as among the nations of the world, when the peace treaty is signed. It may turn out that militarism will be at an end, or it may be that heavier armaments will be required for protection in the future. It may be that there will be economic alliances or a general trade war. Even Madam Thebes would go slow in staking her reputation for prophecy upon these questions of the future. Already, however, a line is being drawn between individualism and state socialism. Evidences of free trade are to be found in many of the economic policies of the Administration. The old tendency to regard capital as a thing apart from labor has manifested itself in the Democratic debates on the revenue bill. There has been an effort to saddle heavy burdens upon industry, to commandeer, and to put the government in business for itself. The government has gone into the ship business, the armor plate business, the nitrate manufacturing business, and has even considered taking over telephone, telegraph and wireless companies. This tendency, if carried to its logical conclusion, would mean state socialism, such as Germany has in actual operation.

Upon the basis of what has been done under war necessity, the issues of the future may be formed. Bryan made a fiasco of government ownership in one of his campaigns, but the movement obtained a new lease of life as a result of the war. Despite the conflict, imports are now entering the ports of the United States in greater volume than ever before. Most of them are coming in free. A splendid revenue producer has been wilfully ignored. As matters stand there is no assurance that American industry will be protected from onslaught after the war is over.

The economic future, the prosperity and standard of living of America is as vital to the working man as it is to investors. When the war ends the issues undoubtedly will be based upon the economic future of the United States. Something more than political sagacity will be required of the candidates of the two dominant political parties. Statesmanship, which is another word for national farsightedness, will be the chief requisite of both candidates.



Like Taking an Axe To a Corn

Some methods of removing corns suggest an axe. They are harsh. They attack live tissue as well as the corn. And soreness often follows.

Some are mussy. Some require frequent applications. All were uncertain, all unscientific, until Blue-jay came.

Now, with Blue-jay, you apply a thin protector, which stops the pain at once. In the center—acting on the corn alone—is a gentle, efficient wax. And a tape wraps the toe while it acts.

Blue-jay is applied in a jiffy. When applied, you forget the corn. In two days you find it gone.

About one corn in ten needs a second application. But no corn can resist this new-day method.

At least a million corns a month are ended in this easy, gentle way. Users of Blue-jay apply it as soon as a corn is felt. And it never pains again.

Try it tonight—on any corn, old or new. What it does to that corn, it will do to all. And that means lifetime freedom. You will be amazed to know how easily this trouble can be ended.

Blue-jay Corn Plasters are sold by all Druggists. Also Blue-jay Bun-ion Plasters.

B&B Blue-jay Corn Plasters

Stop Pain Instantly
End Corns Completely
25c Packages at Druggists

BAUER & BLACK Makers of Surgical Dressings, Etc. Chicago and New York

How Blue-jay Acts



A is a thin, soft pad which stops the pain by relieving the pressure.

B is the B&B wax, which gently under-mines the corn. Usually it takes only 48 hours to end the corn completely.

C is rubber adhesive which sticks without wetting. It wraps around the toe, to make the plaster snug and comfortable.

Blue-jay is applied in a jiffy. After that, one doesn't feel the corn. The action is gentle, and applied to the corn alone. So the corn disappears without soreness.



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It is the same army of buyers who, now educated to the blessings of thrift, save while they invest.

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Our 1918 task: 2,000 bu. wheat; 70,000 bu. corn; 180,000 lbs. beef; 100,000 lbs. pork; 100,000 lbs. cotton; 200,000 lbs. cotton seed; 2,000 gals. syrup; 2,000 bu. potatoes. First mortgage bonds for improvements only; denomination \$1,000; now offered at 95; 6% on par value or 7% net on selling value. Write
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President of the Collin Armstrong Advertising Agency, New York, who, as chairman of the National Advertising Advisory Board, arranged the advertising campaign in behalf of the Liberty Loan, the greatest feat of its kind on record.



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Of New York, the member of the Liberty Loan Committee whose keen judgment and skill guided the complicated detail and directed the delicate machinery that "sold" the Liberty Loan so well that oversubscription was the result.



WILLIAM T. MULLALLY

President of Maclay & Mullally, Inc., and vice-chairman of the National Advertising Advisory Board, who took in hand the working out of the arrangements for the Liberty Loan advertising campaign and made it a complete success.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be enclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

THE Russian debacle is significant and may be far-reaching. Financial leaders, at home and abroad, who had private advices regarding the Russian situation were undoubtedly sellers of securities, and heavy selling seemed to be on account of holders of American securities in Holland, Sweden and Denmark, in the belief that those nations are drifting into war with us. They accuse us of seeking to starve them and they show an inclination to yield to Germany's pressure.

There is no secret about all the recent liquidation in the stock market. It is the natural outcome of the war. In Great Britain securities good and bad have been on the decline ever since the war began. The tremendous war taxes are obviously a tax on capital in whatever form it may be invested, excepting when invested in the limited number of tax-exempt securities. It is not surprising, therefore, that heavy holders of stocks have been selling them as fast as they could and putting the proceeds in securities exempt or partly exempt from taxation.

For one in receipt of a very large income and therefore subject to a heavy super income tax, the best thing to do is to unload taxable securities and invest the proceeds in tax-exempt Liberty Bonds, even if they pay only three and a half per cent.

For others, with smaller incomes, the best thing to do has been to sell the prime old-fashioned, gilt-edged bonds yielding around 4 to 4½ per cent. to put the proceeds in the Liberty Loan at 4 per cent. and set aside the balance for future Liberty loans. These will probably have to pay 4½ or possibly 5 per cent. In Canada, the new Victory loan pays 5½ per cent. and is a good purchase. There has been selling of the railroad and public utilities stocks and bonds because of the sharp decline in the net earnings of both these classes of securities and the reluctance

of the regulating authorities to treat them with any degree of fairness.

The war cannot last forever. It seems incredible, considering its tremendous drain on the world's resources of men and money, that it can last another year.

Under such conditions, the wise thing for the investor who does not need to change his investments because of the income tax situation—and this means the small investor principally—is to hold his securities until the dawn of better times, rather than to sacrifice them at panic prices. Bear in mind that securities that are thus being sacrificed always find purchasers among those who make it a rule to maintain a surplus with which to pick up bargains.

No matter how severe the depression may be, I have always observed that the public holds off from buying until some one sets the wheels in motion. The moment that stocks show an advance of from two to five points a rush of buying orders is sure to ensue.

No one can expect to buy at the lowest figures, nor to sell at the highest. The successful trader begins to buy when the volume of selling is heaviest and the outlook the blackest. He knows that the market then must be nearly touching bottom. The successful operator always sells on a buoyant, advancing market when things are so lively that brokers in their enthusiasm are telling their friends that "there are not enough stocks to go around."

Human nature is a peculiar thing. Some of the best judges of it are to be found among the successful operators in Wall Street. They have been successful because they know when to get on and when to get off.

J. MERIGOLD, MISS.: If you can sell your shares in the Home Refining Company at a good profit, it would be safer to do so.

M. DODGE CITY, KANSAS: It is nonsense for any man to claim that he can make a newspaper correspondent of you if you will pay him \$5 and read his instructions.

G. BOSTON, MASS.: I do not advise the purchase of the low-priced stocks of new oil companies. Many of these concerns are being organized, but mighty few ever prove profitable to stockholders.

L. NEW ORLEANS, LA.: The proposition offered by the Direct Drive Motor Company is interesting. Conditions in the motor car industry at present are not encouraging to the launching of new companies.

D. MADISON, WIS.: Anglo-French 5's are regarded as a "good, safe investment" at present price. They are likely to go to par at the close of the war and eventually



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A NEW SHORT CUT TO FRENCH



A GUIDE TO THE EVERY-DAY LANGUAGE OF WAR-TIME FRANCE

If you are going, get this inexpensive book now. If any one near and dear to you is off for the BIG ADVENTURE in France—give him this, the first thing he will need when he lands on French soil. Small in price but the greatest of modern American quick-reference books in French.

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should command a premium. Dominion of Canada 5's may be safely purchased. First mortgage guaranteed Canadian Northern Railway bonds seem to be safe.

T., NORTH ADAMS, MASS.: It is not always safe to borrow money to buy stocks, even in a panicky market. The lower the level the nearer the turn in the tide. I would rather buy than sell in such a market.

W., COBB, PENN.: The Intl. Textbook Company is reported to be slowly overcoming its difficulties, but the stock, quoted at \$12.50 bid and \$13.50 asked, promises to be a long-pull. The war is not helping the company. It should do better with return of peace.

W., NEW YORK: This looks like a good time to average up on American International. I think well of it. It is paying dividends and has a strong management. American looks like a purchase at present price, but copper stocks are not the best kind of investment.

Y., BURLINGTON JUNCTION, MO.: The prediction that the Olympian Motor Co's stock offered at par (\$100) would sell at \$375 within 90 days was so extravagant as to throw discredit on the shares. In view of the unsettled conditions I do not advise purchase of the stock.

M., POUGHKEEPSIE, N. Y.:—The D. & C. Cereal Company, Inc., of Brooklyn, N. Y., has gone into receivership on petition of a stockholder who alleged that the company was being managed as a stock-selling scheme. The president of the company denies the allegations.

G., DETROIT, MICH.: The fact that the government is putting limitations on every line of business not dealing in life's necessities is operating unfavorably on the automobile stocks. Studebaker does not show the expected improvement. The war must end sometime and the patient holder of stocks will be rewarded.

R., BRIDGEPORT, CONN.:—One should be very careful in the choice of a correspondence school. The president of the School of Successful Salesmanship, in Boston, has been sentenced to eight months in jail on conviction of using the mails to defraud. He agreed to find positions for graduates, but in many cases failed to do so.

R., CHICAGO, ILL.: The Chicago & Alton R. R. 3½ per cent. bonds aggregate \$25,000,000. They are a first lien on only 85 miles of road and this not the most important part of the system. For five years the railroad has shown a deficit over fixed charges. These bonds (lately selling at about 30) must be considered speculative.

T., ELMIRA, N. Y.:—General market conditions would have caused New York Central stock to decline, even had the road maintained its prosperity. The decline was made the greater by decrease of net earnings, which for the first 9 months of this year were, after taxes, nearly \$12,000,000 less than in the corresponding period of 1916.

C., COLORADO SPRINGS, COLO.: Hecla Mining's dividend has been reduced from 15c to 5c per month to enable it to pay its war taxes. The present low price, (less than half of what you paid) may have discounted this cut. Should an increase in railroad rates be granted, Lehigh Valley should be able to continue its dividend and at its present price is a fair speculation.

B., MINNEOLA, L. I.: You will now hardly care to buy the stock of the All Package Grocery Stores Company. The company has just gone into receivers' hands. It was an ambitious concern, with \$25,000,000 capital stock, running 141 stores and claiming to be doing \$3,000,000 business per year. In court it was asserted that the company has been a losing concern for a long time.

S., FALMOUTH, MASS.: Isle Royale made its largest earnings in 1916. Its net profits were \$1,396,655, nearly three times those of the previous year. The regular dividend has been reduced from \$1.50 to \$1, quarterly. The company's costs of production are high and the fixing of the price of copper at 23½ cents lowered its revenue. The war profits tax also has to be provided for.

R., EL PASO, TEXAS: The Federal Land Bank bonds are not guaranteed by the Government and are by no means as high class an investment as Liberty Loan bonds. Unless the Land Bank bonds are based on conservative loans their quality will be doubtful. Reliable farm mortgage banking houses can supply you with bonds well secured and making a higher yield than Land Bank bonds.

W., ASHLAND, KY.: The Sinclair Oil & Refining Company is in the hands of good men. It has large productive properties and is a dividend-payer. A considerable increase in the company's securities caused the stock to decline, and it went still lower along with the remainder of the list in the recent "slow panic." Like all other corporations, Sinclair must bear a heavy war-tax burden. The stock is a fair speculation.

F., EDMONTON, ALBERTA: Owing to the disturbed conditions in Russia, the bonds of that country are a long-pull speculation. It is improbable that they will be repudiated, but bonds of other Allied nations are safer. Better put your few thousand dollars into real investment securities, such as first-mortgage bonds or preferred stocks of leading railroad or industrial corporations, or real estate or farm mortgages.

P., PERHAM, MINN.: Gt. Northern ore pays a small dividend. Corn Products common pays nothing. Neither is a good purchase for a woman. You can buy any amount of stock, from 1 share up, through brokers advertising in LESLIE'S. It is always best to buy outright. The partial payment plan is good for the small investor who patronizes a reliable firm. No. Pac. or Tel. & Tel. could be purchased on this plan.

R., GASPORT, N. Y.: Although it is paying a dividend of 2 per cent. a month, Crown Oil stock is highly speculative and will be so until the company has proved its ability to maintain returns to stockholders. Corn Products common is a long-pull speculation. The preferred is a more desirable purchase. Until the government suit against the company is finally settled, no dividend is likely to be declared on common.

B., PRITTSFIELD, MASS.: American Zinc pfd. and Intl. Nickel, are dividend payers. The dividend on Nickel has been reduced. American Zinc common pays nothing. Buy the preferred stocks of some good dividend-paying company. You might consider American Woolen pfd.; American Sugar pfd.; Atchison pfd.; U. P. pfd.; U. S. Steel pfd.; Bethlehem Steel 8 per cent. pfd.; or you might buy a good real estate or farm mortgage bond.

W., CHICAGO, ILL.:—The earnings of U. S. Steel justify a price nearer par than 80. No one can tell how low the market might drop under a combination of adverse and unexpected circumstances. It is not foolish to believe that a buying movement under favorable conditions

might send U. S. Steel up as high as \$120, though this is improbable under existing conditions. It is never advisable to sacrifice stocks when the market is at low ebb. Chances then favor the buyer.

M., TORONTO, ONT.:—You would do well to invest your \$1500 in good bonds. The new Canadian 5½% Victory loan is a fine investment. Among other \$100 bonds that might be considered are: American Foreign Securities Co. 5's; St. Paul, conv. 4½'s; N. Y. C. conv. deb. 6's; So. Pac.-San. Fran. Terminal first 4's; American Tel. & Tel. coll. tr. 5's; American Smelting & Ref. first 5's; Bethlehem Steel and ref. 5's; Lack. Steel first cons. and conv. 5's; and U. S. Rubber Co. first ref. 5's.

E., BLACKSTONE, VA.: Prices lately crumbled all along the line. Special causes were operative in some instances—such as a decline in earnings in the case of Del. & Hudson. But the one overshadowing adverse influence was a growing dread of the tremendous burden of taxation which the war promises to put on the industries of the country. I still believe that the well-established dividend payers are now on the bargain counter, and also the bonds of Great Britain and France.

G., BROOKLYN, N. Y.: Since the beginning of the war Calumet & Hecla has sold as high \$640 and as low as \$350. What effect the termination of the war will have on its earnings depends on the price of copper, which cannot be foreseen. Standard Oil of N. J.'s net earnings in 1915 (latest available report) were \$51,591,569. Its total surplus was \$181,000,000 or \$81,000,000 more than its capital stock. The stock is on a 20 per cent. basis making but a moderate return on present price, but there is a possibility of the cutting of a melon. The stock is regarded as an excellent investment. The leading oil companies should continue to prosper after the war.

G., NEW YORK: Bonds of the City of Marseilles are "reasonably safe." Foreign, as well as domestic, bonds have suffered severe declines owing to the large issues of United States Government bonds, which attracted investors and caused depression in the regular bond market. The Phila. Company is strong, its earnings are large and its dividend on common, 7 per cent., is high. Even if owing to war taxes and increased cost of operations the dividend should be cut one-half, you would receive a fair return. Better hold your stock. You might invest your \$1,000 in the Liberty Loan or in first-class railroad or industrial bonds or real-estate or first-farm mortgage bonds. The preferred stocks of the leading railroads and industrials are attractive just now.

H., HAMPTON, IOWA: It does not seem advisable to sacrifice any of your stocks. The war must some time be over, and then stocks should experience a recovery. C. G. W.'s net earnings showed a material decrease in the 8 months ending August 31 last, compared with the same period in 1916. A proposed issue of \$2,500,000 additional bonds would increase fixed charges. The road has to meet increased cost of operations and the war tax. If the I. C. C. allows a 15 per cent. advance in railroad rates, C. G. W. would be in better shape to maintain the preferred dividend. Central Leather's earnings are sufficiently large at present to continue its dividends, regular and extra, but war taxes will cut heavily into the yearly surplus. Insiders have been selling. It is generally expected that the copper companies will reduce regular dividends—to what extent is not yet known. Some of them have been hard hit by strikes, and all of them will have big war taxes to pay. Miami faces payment of large damages for infringement of a patent.

New York, November 17, 1917.

JASPER.

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See Mr. Slauson's article on page 734 of this issue

LESLIE'S MOTOR DEPARTMENT

Germany's Clever Peace Scheme

By CHARLTON BATES STRAYER

IF Mathias Erzberger, Centrist leader, can substantiate his startling announcement that Germany has "quietly crossed the political Rubicon and in the space of five days changed from an autocracy into a democracy," it will have a profound effect upon the reception of future peace moves on the part of Germany. Herr Erzberger bases his declaration that "this has been the most momentous week since the founding of the empire" upon the simple fact that von Hertling reserved his decision to accept the Chancellorship until he had conferred with party leaders, and he sees in this a great and permanent political gain for the German people. The Erzberger declaration gets its significance from President Wilson's position that this country could enter into no negotiations with the German Government as at present constituted. There can be no doubt that Erzberger's purpose is a part of the clever German propaganda to gain the attention of the United States and to enlist the sympathy of the pacifist sentiment in all countries, but even if what he says be true, it does not constitute the fundamental transformation of the German autocracy that President Wilson had in mind. Berne dispatches indicate, indeed, that the method of von Hertling's acceptance of the Chancellorship, which is hailed as a victory for parliamentarism, was due to the initiative of the Kaiser himself, who told the Bavarian Premier he could have the Chancellorship provided he could show that the majority in the Reichstag was behind him. The Kaiser did not want a second stop-gap Chancellor. It is safe to say that the heaven of democracy continues to work in the German Empire, but the dramatic statement that Germany has "crossed the Rubicon" from autocracy in the appointment of the new Chancellor is not of sufficient significance to build on it serious hopes of peace. It is said that von Hertling took the post on condition that he be allowed a free rein to hasten peace. The world will be able to determine how much of a peace apostle he is when he makes his maiden speech in the Reichstag.

The World's New Commercial Map

THE real basis for the German urgency for peace is industrial, economic, commercial. The story is told of a conference last summer between the Kaiser, Marshal Hindenburg, General Ludendorff and Albert Ballin, head of the Hamburg-American line. After listening to glowing accounts of the military situation, Herr Ballin, having no illusions concerning the direness of Germany's commercial straits, told the Kaiser that every additional month of war meant another year in getting out of the slough of economic ruin, and declared that he did not expect to live to see Germany out of her difficulties. This discloses the reason why Germany is so eager for peace. Under the present Kaiser Germany attained industrial supremacy and world-wide trade. The loss of this has removed the very foundation on which his fame has rested, and the Kaiser seeks peace in order to rebuild the Empire's shattered industrial and commercial fortunes. The great drive against Italy cannot blind the eyes of Germany's leading bankers and business men to Germany's ruined trade, the disastrous commercial results issuing from the diplomatic breaks with China and Central and South American republics, and the probability that German shipping may be barred entirely from or restricted in the ports of her present enemies. Germany says she is fighting for the freedom of the seas, but she cannot forget the most-favored-nation treatment her ship-

ping had in foreign ports before the war, the fact that her flag freely entered any port throughout the world, that she had developed two of the biggest shipping companies that sailed the seas, and that she had greater trade in some of Great Britain's colonies than England herself enjoyed. Military successes against the weaker members of the Entente do not offset the loss of ships and world trade and the restrictions which the Allies, if successful in the war, will undoubtedly put upon her schemes for recapturing lost foreign trade. Germany's war loans already exceed eighteen billion dollars and although the seventh loan closed but a few days before our second Liberty Loan, the Reichstag is about to be asked for another war credit for 15,000,000,000 marks. The interest burden now exceeds the Imperial income by \$200,000,000, about one-sixth of the proceeds of the war loans being necessary to pay interest on the preceding issues. Even an efficient nation, such as Germany is, cannot long continue thus to finance the war.

Shall Allies Restate Aims?

ALTHOUGH Germany has never stated her terms of peace while the Allies have done so on several occasions, the last being President Wilson's definition of war aims in reply to the Pope's note, a section of the British press, led by the Manchester Guardian and the Nation is demanding of the Allies a restatement of war aims. The Guardian holds that the freedom of all nations and the overthrow of militarism are great ideals which ought also to be great political assets, but that this has not proven the case with the Russian people because they believed the aims of the Allies transcended these limits. It then proceeds to argue for the elimination of the element of bluff, and agreement upon certain essentials to which Germany must yield if she is to have peace. The British Government, however, is not interested in a discussion at this time of the aims of the war, but only in its active prosecution. Lord Robert Cecil, pointing out that aims had already been stated more than once, said, "If we now demand more than we can get it will mean prolonging the war; if we demand less than we can get it will mean the loss of something that might have been gained. Even the pacifists should see the logic of this."

Letters From the Front

WHEN LESLIE's published the letters of the young American hero Creighton R. Storey, Jr., killed in action in France, in the issue of July 26, the message they conveyed sank into the hearts of thousands of young men and today his memory shines before them like a guiding star. It was the hope of the parents of this gallant young soldier, who gave his life so gloriously in France that later mails would bring letters written by him up to the time of his death, but none came. Recently however his mother, Mrs. Creighton R. Storey of Albany, N. Y., received two letters from Canadian officers telling of the splendid work of the young soldier and lamenting his passing. "Creighton was a noble and absolutely unselfish fellow and I loved him very dearly," writes Lieutenant Frank G. Armitage. "Often after a hard day's drill he would come to the canteen and help to serve, and many, many happy times we had in the Y. M. C. A. hut. Then the day came for him to leave England for France, and I remember the proud, strong, almost exultant feeling when America came into the fight for Freedom.

He felt that his action in joining us was now absolutely justified, as indeed it was. And so he marched away, a queer, whimsical, loving and very much loved fellow.

"From France he wrote to me and to the other Y. M. C. A. workers, and then there came a silence and I had no way of ascertaining the cause until I too went to France. Then I learned that the dear lad fell and died gloriously. I spoke to the two men who carried him out of action and to the padre who buried him. His passing would be painless from the wounds received, and he 'went west' on June 24. He rests in the military cemetery at Vimy or Petite Vimy, I am not sure at the moment, which it is. God bless his soul. He was a gallant lad. Accept my congratulations on rearing such a splendid type of manhood."

From Captain Robert J. Moore of the Y. M. C. A. service come these words of regret and appreciation. "I have just learned the sad news of Creighton's death. It is as hard a blow as I have yet received during the past three years. One of my choicest memories is that of the happy association with your splendid son. He came to see us and to help us almost every day, and his fine, frank, manly nature made a strong appeal to all. My last sight of him was one April morning at the base, just as he marched past our quarters, his cheery, smiling face standing out in my memory from the crowd of other fine boys who had, too, responded to Liberty's call. The loss of that splendid, Christian boy must be hard indeed, but it must be an immense consolation to you to know that he was living the clean, wholesome life of a Christian gentleman. His friendship will always be to me a fragrant memory. I write with sincerest sympathy for you and in appreciation of the friendship of one of God's true noblemen."

Death can have no sting for a life which leaves such monuments.

New York's Best Shows

ATTRACTIONS TO WHICH YOU MAY SAFELY TAKE YOUR WIFE OR DAUGHTER

Attraction	Concerts	Leading artists in recitals
Aeolian Hall	The Very Idea	Amusing travesty of eugenics
Astor	Polly with a Past	Clever comedy
Belasco	The Torch	Powerful drama, from the French
Bijou	The Masquerader	Effective dramatization of popular novel
Booth	Her Regiment	Donald Brian in new musical comedy
Broadhurst	Concerts	Music by leading organizations and soloists
Carnegie Hall	Kitty Darlin'	Alice Nielsen in romantic Irish operetta
Casino	Miss 1917	Gala revue
Century	Here Comes the Bride	Uproarious farce
Geo M. Cohan	Cohan & Harris A Tailor-Made Man	Clever and well-acted comedy
Cort	De Luxe Annie	Absorbing mystery play
Criterion	The Love Drive	Slight but amusing comedy
Maxine Elliott	Eyes of Youth	Unusual melodrama
Eltinge	Business Before Pleasure	Potash and Perlmutter funnier than ever, as film magnates
Empire	The Three Bears	Ann Murdock in imaginative comedy
Fulton	Broken Threads	Effective Western play
Gaiety	The Country Cousin	Geo. Arliss in successful comedy
Globe	Jack O'Lantern	Fred Stone at his nimblest, assisted by wonderfully-trained chorus
Hippodrome	Cheer Up	Mammoth vaudeville
Hudson	The Pipes of Pan	Whimsical comedy
Knickerbocker	Hamilton	Geo. Arliss in interesting historical play
Liberty	The Wooing of Eve	Laurette Taylor in new play by Hartley Manners
Longacre	Leave It to Jane	"The College Widow" in musical comedy form
Lyceum	Tiger Rose	Thrilling melodrama in true Belasco style
Lytic	Cleopatra (film)	Theda Bara as the popular Egyptian vampire
Manhattan	Chu Chin Chow	Gorgeous Oriental spectacle with music
Metropolitan	Grand Opera	Famous singers in repertory
Morosco	Lombardi, Ltd.	Lively comedy about a designer of gowns
New Amsterdam	The Riviera Girl	Unusually good musical show
Park	The Land of Joy	Brilliant Spanish troupe in their native songs and dances
Playhouse	L'Elevation	Grace George in powerful French war play
Plymouth	Barbara	Marie Doro in charming play about dream children
Princess	Oh, Boy!	Smart musical comedy
Republic	On with the Dance	Melodrama dealing with the cabaret craze
Shubert	Maytime	Charming and unusual play with music
39th Street	What's Your Husband Doing?	New farce
48th Street	The Gay Lord Quex	Star revival of Pinero comedy
44th Street	Hitchy-Koo	Raymond Hitchcock's clever revue

By The Queen's Command

Good Queen Bess and her court were in convulsions of laughter. Never in the history of the world was there seen such a comic character as Sir John Falstaff, the fat, roistering friend of Prince Hal. The occasion was Shakespeare's presentation of *Henry IV* before the English Court. To Elizabeth, sated with the delicate, unreal phraseology of the court, the doffing of caps and crooking of knees, the vigor and unconventionality of it all were delightful. The corpulent Knight swaggering among tapsters, and carriers, and merchants, and loud robustious women like Mistress Quickly and Doll Tearsheet, in the tavern where he is monarch, is the personification of unrestrained freedom and frolic. If he violates all social rules in speech and conduct it is with such inimitable wit and good-natured, inventive effrontery that we see only the comical features of his vices and frailties. The Queen—no prude—was enchanted. She demanded that Shakespeare show Sir John *in love*, in order that she might hear more of him. By royal command was written that great comedy, *The Merry Wives of Windsor*, which, word for word as Shakespeare wrote it, together with everything else that he wrote, exactly as it came from his pen, is found in this edition of

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| MARY QUEEN OF SCOTS—One of the Most Romantic Figures of History | EMPERESS JOSEPHINE—Discarded Wife of Napoleon |
| LADY JANE GREY—A Queen for a Day | COUNTESS DU BARRY—The Courtisan who Ruled France |
| QUEEN ELIZABETH—"Good Queen Bess" of England's Most Glorious Era | CATHERINE DE MEDICI—The Royal Poisoner |
| | BARBARA, DUCHESS OF CLEVELAND—A 17th Century Vampire |
| | NINON DE L'ENCLOS—A Typical Parisian Parasite |
| | MADAME RECAMIER—The Beauty of the French Salons |
| | MARQUISE DE POMPADOUR—The Most Fascinating of Adventuresses |
| | NELL GWYN—"Pretty Nelly" of Charles II. |
| | "PEG" WOFFINGTON—"Queen of All Hearts" |
| | SARAH BERNHARDT—A Stage Idol for Fifty Years |
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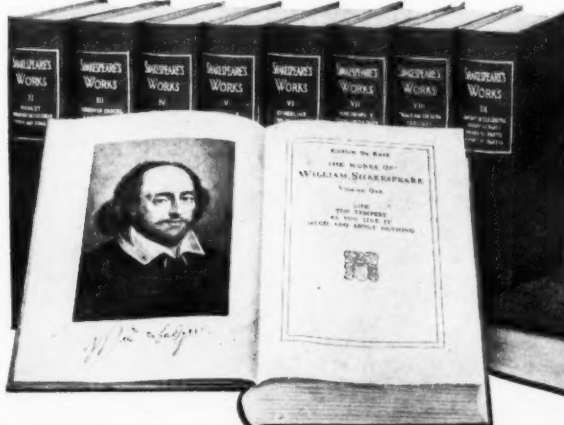
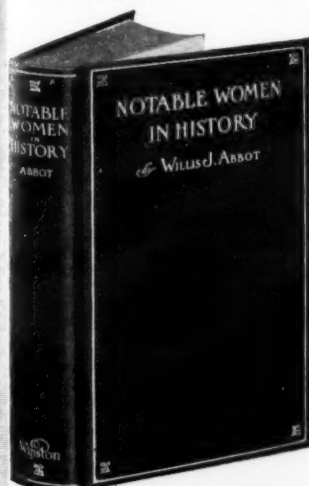
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